# MERICAN RAILROAD JOHRNA

# STEAM NAVIGATION, COMMERCE, FINANCE,

# ENGINEERING, BANKING, MINING. MANUFACTURES.

### ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 36.1

SATURDAY, SEPTEMBER 5, 1868.

[WHOLE No. 1,690, VOL. XLI.

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### American Railroad Journal.

New York Saturday, September 5, 1868.

### The Steel Capped Rail.

The destruction of iron upon railways is enormous, and the cost of upholding the rails is the great drawback upon the profits and earnings of the railroad stockholders. Motives of economy as well as of safety are constantly urging rail-road men to look for something better than the common T rail which is the best that was known until a recent period. Steel rails have been tested here and there as a matter of experiment, but not with satisfactory results. The cost is double that of iron, and when no longer useful as a rail the material is of little use for other purposes. wholly wasted. Steel rails are sometimes brittle, and in countries where the temperature runs low

and in countries where the temperature runs low in winter they are quite as liable to break as iron. Then what is to be done for rails? If what has already been invented will not present suffi-cient advantages to enable it to supercede the rails in present use, then ingenuity must be further taxed and continue to be taxed till it does yield what is demanded. We are persuaded that a rail has been invented that will meet the want a rail has been invented that will meet the want in most or all respects. It is the Duplex Steel and Iron Rail, invented by our townsman, J. L. Booth. Mr. B. has an establishment for the production of this rail at Brighton village, three miles east of the city and at the junction of the two branches of the Central Railroad leading more, a building has been erected and supplied with the requisite machinery for compounding and finishing this rail. Curiosity led us recently that company had justified them in the opinion with Exeter, and extend thence to some point, not

to visit this establishment, and the undertaking that it would be the best rail yet invented. Som

was amply repaid by what was exhibited.

Mr. Booth's rail is nearly in the form of a common T rail. The bottom, upright standard and a small head is made of iron; over this head is laid a cap or tread-piece of steel, which forms the face of the rail, and is held in its place by clenching the head under on either side. These steel caps are rolled into place when the iron rail is cold, and are as firm as though the rail was one solid piece instead of two. If the caps are laid loosely upon the rail, experiment has demon-strated that the tread of the car wheels will in a short time make them tight. The iron rails and the steel caps are brought here from the factories put together at the Brighton establishment, and the rail is finished ready for use. The bars are put into acid and the scale removed before they are put together. The ends are then ground and made true, thus producing a finished rail. But in rails as most all else, theory is of little

use without practice. This rail appears to be what is wanted, but will it stand the test of use? Some eighteen months since a couple of these rails were laid in the Central track near State street, where they would be subjected to much use. They are to-day apparently as perfect as when first laid; while the opposite rails of iron have been four times renewed. A similar experi-ment was made on the Lake Shore track at Buf-falo with similar results. The caps of these rails are not laminated, and the ends are not flattened or depressed. Such results, with such tests, would seem to settle the question as to the value of this rail.

The economy of this rail is found in its long endurance. That it will wear five or ten times as long as the iron rail is already proven, but to de termine how long it will last is impossible till years have passed away in making the test. Assuming that these steel caps may wear out at some day however distant, the iron part of the rail, the body, will be sound and fit for a new cap of steel, or if abandoned for rails it may be remolded under the hammer and rollers, into other forms while a steel rail cannot.

The cost of this rail is about fifty per cent above that of iron, while all steel rails cost about

one hundred per cent. above iron. Viewed from the point of safety to the public, this rail must commend itself, for it is not likely that from frost or other cause, the iron body and steel cap would break at the same time or at the same place. If either broke, the other would sustain the car and keep the track in place.

Mr. Booth is turning out a quantity of these rails to fill a contract with the Central Bailroad

of the most prominent railroad companies in the United States have signified a desire to introduce this new rail, and the facilities for making it will doubtless be largely increased, as they may be in a short time,—Rochester Union.

Chesapeake and Ohio Railroad.

At a meeting of the Commissioners of the States of Virginia and West Virginia at Green Briar Springs, West Virginia, on the 29th ult., a contract was concluded with the Virginia Central Railroad Company, by which that company, in consideration of a free gift of the State works on the Covington and Ohio line, agreed to complete the line of the Railroad from its present terminus at Covington to the Ohio River, making a total distance of 429 miles, with a branch line to Point Pleasant, 40 miles. The title of the Virginia Ceutral Railroad Company by the Merger has been changed to the Chesapeake and Ohio Railroad Company. Operations will be commenced immediately, and the road will be completed in three

This is one of the most important railway enterprises on the American Continent, inasmuch as the line occupies the only remaining eligible pass across the Alleghany Mountains. The Baltimore and Ohio Company and the Pennsylvania Company control all the other passes. The Chesapeake and Ohio line is the shortest route from Chicago, St. Louis and Cincinnati to the Atlantic seaboard, and owing to its lighter gradients and longer curvatures has greater advantages for speed and economy of traffic than any line south of the New York Central, and it has advantages over that line, for the reason that the moderate climate of Virginia renders the working expenses and maintenance of way much less.

Exeter (N. H.) Rallway.

A meeting of the corporators of the Exeter Railway was held at Exeter, N. H., on the 15th ult., at which the act of incorporation was accepted, and the following board of directors chosen: J. H. Butler of Nottingham, Stephen Kendrick of Franklin, Thomas J. Clark, of Salisbury, Albert Currier of Newburyport, W. A. Currier, N. G. Gil-

The number of miles relaid during the year was

gooded at Atlanta. Some of the trestle bridges!

yet designated, on the Concord and Portsmouth Railroad. The distance will be about twelve or fourteen miles, and the cost two hundred thousand dollars.

Georgia Ratiroad and Banking Co.

The receipts from operations of this read for the fiscal years ending March 31, 1867 and 1868, were as follows:

	MH HIL	1867.	11	1868.	U
From	passengers	\$429,024	92	\$288,365	28
66	freight	676,509	31	694,321	88
44	mail	30,607	72	21,087	00

### \$1,136,141 95 \$1,003,723 66

Expenses, viz:				
Conducting transp	\$142,524	79	\$129,228	87
Motive power	249,265	21	203,841	44
Maintenance of way	163,605	92	132,509	69
Maintenance of cars	67,677	34	46,254	28
1177	\$623,073	26	\$511,884	28
Net earnings	\$513.068	69	\$491.889	38

It will be seen that while the gross receipts have fallen off \$132,418 29 as compared with the previous year, there has been a saving in operating expenses of \$111,238 98, resulting in a reduction of net earnings of only \$21,179 81. The operating expenses are about 51 per cent, of the gross earnings. The net earnings about 49 per cent., or 11 per cent. on the capital stock and bonded debt of the company.

The following payments have been made on account of new rolling stock, bridges, buildings, track, &c., in the restoration of the company's property-damages growing out of the late war,

und doseinment err:	all to not	100
Renewing locomotives	\$59,914	31
New cars, and re-building cars	74,668	61
New round House at Atlanta	37,084	48
New tools for machine shops	17,471	48
New engines for water stations	3,450	00
New railroad iron, chairs and spikes.	50,000	00
Timber	12,000	00
Labor and incidentals-laying new	Adred	dio
track	9,610	00
Expense of extra ditching	7,060	00
New bridges-balance	8,780	
Government tax	16,486	15
Payment on damages caused during		di
war	10,552	96

During the past year, we have laid down 121/2 miles of new iron on the main line, and 234 miles on the Athens Branch—making in all 35 miles of new iron laid down since the close of the war. The track, while safe, is yet rough in many places, from the worn condition of old iron still in the track, which will be replaced with new iron as rapidly as can be done with due regard to necessary economy. If arrangements for re-rolling iron at Atlanta are promptly met, it will, to some extent, reduce the cost of renewing track in future. We have also arranged, with an experifor the repairing of rails, (which has given emi-nent satisfaction on other roads where tried,) and hope soon to have the work under way on your road, which I doubt not will prove to be economy in the maintenance of track.

The bridges on main line are all in first class condition, as are the depots, except at some un-important points, were we are still using temporary houses. During the past year, we have built a very substantial and useful round house at Atlanta, at a cost of about \$40,000, which will answer all demands, from both the Georgia Railroad and the Atlanta and West Point Railroad, in

which your road has so large an interest.

A larger and more convenient freight house is needed at Atlanta, Some of the trestle bridges

During the year nine engines have been put in first class order, requiring, in most instances, almost entire rebuilding. Two have been thoroughly repaired, besides heavy ordinary repairs to other engines. Two freight locomotives had been ordered from the Rogers Locomotive and Machine Works, upon the most favorable terms, to be delivered in August, which are the first engines ordered by the company in the last eight years, Several of the old cars on hand at the close of the war have been rebuilt, besides which there have been turned out at the company's shops during the year 59 box cars, 1 first class passenger car, 2 baggage cars, and 3 second class passenger cars rebuilt.

The company have 43 engines, 23 passenger, 10 baggage, 269 box, 14 cab, 27 stock, 105 platform. 12 coal and 15 shanty cars. Miles run by engines, 657,607. Miles of road in use, 231. Bales of cotton transported, 112,708. Bushels of grain, 665.662. Barrels of flour, 14,059,

Since the close of the war, about 21/2 years, be side the dividends paid to stockholders, about \$700,000 of the circulation of the Bank have been redeemed, and \$656,173 18 paid on account of reconstruction, or restoration of property, and taxes, all out of the net earnings of the road.

The following is a condensed statement of the condition of the Georgia Railroad and Banking - -- the Old of March 1000.

Company, on the olst of march, 180	0:	-
The road and its outfit	4,156,000	00
Real estate	134,858	66
Banking house and lot	35,000	00
Road expenses	873,003	19
Incidental expenses and salaries	9,658	29
Interest on bonds	28,278	44
Tax on dividend No. 48	6,738	37
Materials on hand for road	84,547	68
Stock of other companies	1,081,989	97
Bonds of other companies	66,400	
Discounted notes	3,023	11
Assessment on stock	262	50
National Bank of the Republic, New		
York	135	30
Bills receivable	26,654	44
Notes of Banks in Georgia & South		
Carolina	211,817	00
Cash-National currency.\$67,284 35		
Specie 2,743 77		
I water tall of an noncontraction of	70,028	12

1	g unof all in Laurel of the	o del to f	6,788,395	07
١	Capital stock	a tire tire	4,156,000	00
ı	Profit and loss \$	963,188 35	nel sall sa	
	Income from railroad			
ĺ	Transp. of the mails	10,518 50		
į	Interest account	12,580 07		
	Dividends on stocks	71,361 18		
	Rent account	1,587 75	e,whod sill	
	" of your it alies now		2,048,207	75
	Bonds of this company		889,500	00
į	Dividends unpaid	ST. UST ISS!	46,838	84
	Due to other corporation		12,438	11
	Income tax due United 8		3,689	26
,	Income tax due United &	States	9.944	90

### President .- JOHN P. KING.

Directors.—E. E. Jones, B. H. Warren, John Bones, N. L. Hutchins, Edward R. Ware, Samuel Barnett, Antoine Poullain, James W. Davies, Richard Peters, Stevens Thomas, James S. Hamil-ton, Geo, T. Jackson, M. P. Stovall, Thos. J. Burney.

Circulation ..... 129,476 12

Superintendent .- E. W. COLE. Treasurer, -J. MILLIGAN.

on the branches will require extraordinary repair<sup>8</sup> Chicago, Rock Island and Pacific Railroad during the next year.

The gross receipts of this company for the figure The gross receipts of this company for the fiscal year ending March 31, 1868, were as follows:

From	passengers	\$1,181,563	67
66	freight	2,934,504	15
46	mails	36,743	15
11	express	128,701	11
66	rents, etc		63
44	interest on loans, etc	105,941	58
		77.14	_
-	UZLEGIZIS ZILV	\$4,451,974	29

### Expenditures:

Repairs of road	347.462	07	
Cost of iron for repairs.	227,901		
Repairs of engines	204,625	40	
Repairs of cars	194,985	45	
Tools and machinery	12,974	58	
Repairs of bridges	44,325	73	
Repairs of buildings	29,330	70	
Repairs of fences	20,935	45	
Fuel account	251,354	80	
Handling freight, etc	157,518	14	
Loss and damage	39,178		
Oil and waste	27,975	10	
Train hands	257,381	18	
Station expenses	37,948	58	
Stationery	19,162	84	
Salaries of agents, etc	113,103	94	
Contingent account	32,761	08	
Car service account	1,266	11	
-		-	2,020,192 0

Earnings less operatin	g expens	es.\$2,431,782	22
Legal expenses	\$23,593	95	
Taxes on real estate	107,929	89	
II & Government toy	99 110	64	

10	33,634	38
Net earnings\$2,26	58,147	84
ent of Peoria and Bureau Valley	of plan	

Railroad Interest on bonds Dividends, April and Oc-	576,240	trapposit i orazio di a		
tober, 1867, 5 per cent. each and U.S. Tax	957,821	1,659,061	10	

R

Surprus	\$609,086	74
Of which there has been expended in construction repairs	82,174	69
Leaving a balance of		
Add balance April 1, 1867	624,753	12

					et			
There	has	been	expen	ded	during	the	year	or
account								

lowing:	KT TOWN	
Land and land damages	\$68,022	45
Equipment	250,242	08
Engineering & contingent construc-	1 - 11 - 12	
tion	34,881	99
Grading	660,420	96
Superstruction and bridging	475,739	45
Fencing	9,950	08
Station buildings, etc	57,335	75
New shops, Chicago	251,615	
New passenger depot, Chicago	53,040	
Construction repairs	82,174	69

×	asal beimas	190 510	9.	Jamiera interest	1,01	0,111
	The leading	items	of	expenditure	for	renewal
	A					

	of track, during the year, have been: 156,931 ties	0 700 \$200	
1	156,981 ties	\$80,932	29
1	1 8551028 tone new iron rails	129,516	
1	1,8781365 tons re-rolled rails. 22,020 lbs, wrought chairs.	71,808	59
ľ	22,020 lbs, wrought chairs	1,348	25
,	191,200 " railroad spikes	11,461	74
-	224,537 " fish bars	11,444	22
00	191,200 " railroad spikes	5,202	76

2811.709 60 The number of miles relaid during the year was 35, viz.: with new iron, 141/2 miles; re-rolled 1,150,489; with wood and gravel trains, 171,2 iron, 20 miles; steel, 56-100 mile. The number of rails repaired at the company's shops was 23,-508, costing \$19,359 40-an average for each rail repaired of 85.82c. The report says:

Since the last report made to you, your railroad has been extended to Des Moines (the capital of the State of Iowa,) opened for business Sept. 9th, the State of lowa,) opened for business Sept. 9th, 1867, and has been successfully operated with satisfactory results. Contracts have been made for the grading and bridging of the line from Des Moines to the Missouri river, to connect with the Union Pacific Railroad, and the whole work is rapidly progressing.\* The road is being constructed in the very best manner, and the work will be hastened to completion with as much rapidity as is consistent with with proper economy in its construction. It is believed that the road from the Missouri river to the Pacific ocean will be completed during the next year, that a bridge will be built over the Missouri river to connect your road with the Union Pacific, thus making an unbroken line of railroad from the Atlantic to the Pacific. It may be confidently asserted, that with the road completed, you will have, in proportion to its cost, one of the best railroad properties in the West.

The equipment upon the road has been increased during the past year, and it is designed to continue to add to it by construction and purchase as the increasing business of the road may require.

Thirty acres of land, situated about four and a half miles south of passenger depot, in Chicago, and adjoining the track, was purchased; the erection of shops began in the month of June, \$251,615 22 have been expended towards their completion. The principal buildings will consist of machine shop, 336 feet long by 112 feet wide; blacksmith and boiler shop, 344 feet long by 80 feet wide; car shop, 253 feet long by 80 feet wide, and a wing 200 feet by 80 feet; round house, total diameter, 278 feet, with stalls for forty engines. Tools and machinery have been contract-ed for, and it is anticipated to occupy the shops this fall.

On the 17th of March a tornado passed over the new shops at Chicago unroofing a large portion of the machine shop, and destroying about 300 feet of main wall, demolishing the blacksmith and boiler shop. It will cost about \$40,000 to repair this damage.

The company have 95 engines, of which 58 are coal burners and 37 wood burners. Three new engines have been purchased during the year, twelve have been changed from wood to coal burners, one has been re-built, new entire, with copper fire-box, eleven have been thoroughly repaired, adding new boilers, seventeen have had general repairs. Of the whole number, fifty-seven now have steel tires, nine have had new steel driving axles, and six, new driving wheels. The general condition of the engines has been fully kept up.

The company own 48 passenger coaches, 22 baggage, mail and express, 210 stock, 1,305 box, 491 flat, 1 pay and 3 drovers' cars. There has been purchased of this number, 50 box cars, and built at the company's shops, 2 new coaches, 7 re-built, 146 new box cars added, and 36 new to fill old numbers, 8 new stock cars added, and 7 new to fill old numbers, 23 new flat cars added, and 19 new to fill old numbers.

The number of miles run by locomotives with passenger trains was 575,213; with freight trains,

\* At the present time (Aug. 1), the track is laid about 30 miles from Des Moines, and the grading and bridging completed to Middle river, about 22 miles further, to which point the track is expect-ed to be completed by the 15th.

-total, 1,896,987, at an average cost per mile run for enginemen, firemen and wipers, oil, waste, fuel and repairs, of 32.64c.

The whole amount of freight transported during the year was 1,308,870,862 lbs., an increase over the previous year of 111,043,204 lbs. Number of loaded cars going east; 39,359; do., west 35,746-total, 75,105. Average tonnage to each car, 8.1427. Freight carried one mile, 87,522,492 tons. Average earnings per ton per mile 3.35c.

The number of passengers transported during the year was 560,304, of which 555,431 were first class, and 4,878 second class; of these 52,888 were through, and 507,471 way; 271,253 going east, and 289,051 west. Passengers carried one mile, 28,175,470. Average rate per mile for transporting passengers, 4.192c.

The number of lbs. freight transported over the Mississippi bridge during the year was 434,498,-870-an increase over the previous year of 10, 199,570. The number of loaded cars passing for the same time was 24,361. Number of foot passengers, 74,670. Number of boats, barges and rafts passing the draw, 2,096. New work charged to construction repairs, \$82,174 69.

### BALANCE SHEET.

United States Gov't Tax, (due

1 1867 )...

January 1, 1801,)	\$10,402	
Railroad bridge Co	100,000	00
City of Davenport bonds	11,184	79
City of Peru bonds	. 8	04
Interest on Chicago and Rock Is-	Jan A day	0
land bonds	6,300	00
Chicago, Rock Island and Pacific		17
R. R. Co. of Iowa	590,852	75
Profit and loss account	1,151,665	
Capital stock account	13,999,500	
Chicago and R. I. R. R. Co. frac-		2
tional stock cert	500	00
Chicago & Rock Island mort bonds		
. писоще в ча		
Mortgage sinking fund bonds	6,833,000	
Practional agreements	1,836	62
F. H. Tows, trustee for 1st division	and the state	41
and Os. division M. & M. R.R. Co.		
Int. mortgage sinking fund bonds.	5,419	80
" a   Dist	\$24,160,781	49
The state of the s	11 11	al
Corn Ex. bank coupon, Chicago and	is 15	0
R. I. R. R. Co		
Corn Ex. bank	1,749,065	16
Treasurer C., R. I. & Pac. R.R. Co.	· Irrita di meria	7
trustee for guaranteed bonds		26
W. G. Purdy, Cashier	578,675	84
Stanton, Elliott and Wilson, com	To the second	2
mittee	1.086	59
Bills receivable		
Bond account, special res'n June		
7 1007	255,568	50
7, 1867 Trustee land grant division M. &M	200,000	0
Trustee land grant division M. Com	17,066	07
R. R. Co	17,000	01
Chicago, R. I. & Pac. R. R. Co		00
coupon account	5,419	00

\$24,160,781 49

1,500,000 00

415 409 KG

President & Gen'l Sup't .- JOHN F. TRACY. Directors .- Francis H. Tows, David Dows, William H. Appleton, Wilson G. Hunt, David Crawford, Jr., Rob't A. Forsyth, Oliver Charlick, John F. Tracy, W. F. Coolbaugh, N. B. Curtis, Ebenezer Cook, George L. Davenport, B. F. Allen.

Cost of road and equipment .... 17,251,433 47

The Union National Bank of Chicago

Treasurer.-W. F. Coolbaugh. Secretary.—EBENEZER COOK. Ass't Secretary .- FRANCIS H. TOWS. Ass't Gen'l Superintendent, -P. A. HALL.

gatewn and Loosburg Railr The committee of the corporation of Georgetown have submitted to the directors of the Alexandria, Loudoun and Hampshire Railroad Company the following propositions, with the view of effecting an arrangement for the construction of a branch road from Leesburg to Georgetown:

We will make a connection with the Loudoun and Hampshire Railroad by the way of the Pimand Hampshire Railroad by the way of the Pimmit Run, and will for that purpose raise the sum of \$300,000. We will subscribe to the common stock of the Loudoun and Hampshire Railroad the amount required: Provided, That the branch so built shall never carry freight or passengers to any point beyond Georgetown at any less prorata tariff than to Georgetown. That the road shall not be extended beyond Georgetown, or connection made beyond that town, without the consent of the city. Freights to be as favorable to Georgetown as to Alexandria. consent of the city. Freights to Georgetown as to Alexandria.

These propositions having been considered by the directors of the railroad company, a resolution was adopted agreeing that surveys and estimates of cost shall be made, jointly, by two engineers, (one to be appointed by the board and the other by the corporate authorities of Georgetown,) of the most advantageous route for a branch of the road to Georgetown; such route to be so located as to be as nearly as practicable equally beneficial to Alexandria and Georgetown; the expenses of such surveys to be equally defrayed by Georgetown and the company; and that the

board adhere to their resolution of the 21st of November, 1867, in relation to equal charges

upon persons and things carried to Georgetown and Alexandria from the point of divergence.

St. Louis, Vandalla and Terre Haute R. R. Contracts have recently been ratified for the perpetual lease of the St. Louis, Vandalia and Terre Haute road, now under construction and to be completed in 1869 to the Terre Haute and Indianapolis; the Columbus, Chicago and Indiana Central; the Pittsburg, Cincinnati and St. Louis (known as the Pan-Handle route,) and the Pennsylvania Central. The through traffic is to be managed under a distinct organization over all these roads, and forming one unbroken line between St. Louis and Philadelphia (998 miles,) and New York, 1,074 miles,

Contracts have also been ratified for the perpetual lease of the new line now being built from Indianapolis to Vincennes and Cairo (known as Burnside's road) to the Indianapolis, Cincinnati and La Fayette, the Columbus, Chicago and Indiana Central, the Pittsburg, Cincinnati and St. Louis, and the Pennsylvania Central.

These contracts will probably secure to the roads in interest, taken in connection with the new line from Columbus to Chicago, a more com plete and perfect system of through routes by tween the Atlantic cities and the West than26 now possessed by any other of the great to lines.

At a meeting of the friends of the 218, bottom Railroad, recently held at Peacl-York Co, Pa, it was decided to defer the of subscription books until the two routes had been surveyed. It is the have each route surveyed as soon as cost of each estimated, and reports that a proper decision relative to can be arrived at.

# NATIONAL AND STATE SECURITIES.

ordone and Heart he Railroad Con-		1-	-Interest, -	1	12 4	Sensor 'minimum this not seem selons	t continuo	12	Interest	. oller	100
*Indicates that no interest is paid.	Amounts outstand- ing.	Rate.	Payable.	PAYA- BLE,	Mark	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable,	WHEN PAYA- BLE	125
National Securities, Aug. 1, 1868.	lamird a	1	Contraction of the Parish	200	1-	Massachusetts-State Almshouse Loan-	100,000	-	Man & Non	-	-
Loan of March 31, 1848registered	matured.	6	Jan. & July.	1867		-S. Almsh, and State H. Loan	275,000	6	May & Nov. April & Oct.	1872	104
Losin of Jan. 28, 1847 registered Loan of March 31, 1848 registered a coupon Texas Indemnity, of Sep. 9, 1860 coupon	1	6	# H	1868		Back Bay Land Loan Lun, Hosp. (W. Mass.)	220,000 150,000	6	May & Nov.	1882	
Loan of June 14, 1868 registered ?	256,000	5	Jan. & July.	Due. 1874	110	-Funding Loan	75,000	6	June & Dec.	1868	103
Loan of June 22, 1860registered	20,000,000	6	4 4	1874	118	-Lun. Hosp, and State Prison.	172,000 94,000	6	Jan. & July.	1874	130
Loan of Feb. 8, 1861registered	7,022,000	5	44 44	1871	126	-Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
4 4 4 A A A A A A A A A A A A A A A A A	18,415,000	6	a fed man	1861	114	-Union Fund Loan	888,000	5	Jan. & July.	1883	1121
Oregon War Bonds of March 8, 1861	1,016,000	6	Man 11 40	1881	1144 110	44	200,000 4,379,500	5	May & Nov.	1893 1894	115
Oregon War Bonds of March 3, 1861	284,246,300	6	July. Jan. & July.	1881 1881	114	" — " " sterling . " — Union Fund Loan.	3,996,000	6		1894	115
Loan of Feb. 25, 1862 (5-20s)registered	\$	6	May & Nov.	1881 1882	1144	4 4 4	850,000 2,150,000	6	Jan. & July.	774_770	2002
4 (5-20s) coupon [	America Company	6	44 44	1882	1081	" -War Loan (currency)	2,118,000 4,319,520	6	Mar. & Sept. April & Oct.	71-786	3/102
Loan of March 3, 1864 (5-20s)registered (5-20s)coupon	.683,106,100	6	May & Nov.	1884	108	" - Kastern R.R. Losn	275,000	5	Jan. & July.	68-71	
Loan of March 3, 1865 (5-20s) registered (5-20s) coupon	106	6	May & Nov.	1886	108	" -Troy and Greenfl'd R.R.	200,000 966,500	5	April & Oct.	1890	1111
4 2d series (5-20s) registered	88	6	Jan. & July.	188€	1114	Michigan—Sault Canal Bonds	554,180 100,000	6	Jan. & July.	'88.'90 18'/8	
6 (6.20s) coupon	car mas	6	4 4	1886	1084 109	" -Renewal Bonds	216,000	6	16.	1878	98
Loan of March 3, 1864, (10-40s) registered ?	der endwer	6	May & Sont	400m	1084	# _ # # # Boltan	1,750,000 250,000	6	15 14	'73-'83 1868	95
* (10-40%) coupon (1	194,566,400	5	Mar. & Sept.	1904	1044	" -War Loan Bonds	1,111,500 463,000	7	May & Nov.	1886 1890	99
Pacific R. B. Bonds (currency) Freas'y Notes (7-30s) June 30, '61: 2d series }	32,210,000 matured.	7.3	June & Dec.	96-97 1868	100	Minnesota - State Building Loan	100,000	7	Jan, & July.	1877	
Matured Debt not presented	17,848,175	7.8	Jan. & July. presentation.	1868		Mississippi State Bonds (Planters' Rank)	2,275,000 2,000,000	6		1883 41~71	
Matured Dot not presented. Gold Certification of Deposit. Compound Interest Notes 1864 '65	22,414,000		presentation.			Missouri—State Bonds	5,000,000 622,000	6	Jan, & July,	Var.	****
	21,604,890 356,021,078	0	At maturity.	y'rs		-Hannibal and St. Joseph R.R.	3,000,000	6	44 4.	81-85	001
Three per cent, certificates,	81.887.818				****	" -Pacific R.RSouthwestern R.R.	7,000,000 4,500,000	6	46 66	81-87	
Navy Pension Fund	13,900,000	8				- NOPED MISSORPI R. R.	4,350,000 8,500,000	6	65 66 1	82-'87	
State Securities, latest.	1, 140,041		50,101			" Iron Mountain R.R Cairo and Fulton R.R Platte County R.R	650,006	6		85-87	
Alabama—State Bonds	1,941,000	6	fay & Nov.	1872	63	New Hampstire-War Loan of July 1, 1864	700,000 1,194,100	6	Jan. & July.	1887 67-78	1004
" _ " (funded coup.) "	437,850	5		1888 1887		" Sept. 1, 1864.	600,000	6.1	May & Nov.	84-190	
u - u u ( u ) u	648,000	6	an. & July.	1876	-	New Jersey—War Loan of 1861 (free)	500,000 1,798,900	8	Jan, & July,	1909	007
Arkansas—*Bank Loan (real estate) _coupon " (State Bank)_ "	899,000 610,000			1861		" - " " 1863 ( " )	1,002,900	6		86-96	20.4
California—Civil Bonds of 1857 oupon	3,727,500 198,500	7 6	an. & July.	1877	134	New York-General Fund Bonds	793,400	6		97-02 1870	100
" -Soldiers Relief Bonds "	1,548,500	7	44 46 79	1880 83-'84	99	" —Bounty Fund Bonds coupon " " registered	2,569,000 27,726,500	7	Jan. & July.	1877	103 108
Connecticut—War Bonds of May, 1861	2,000,000	6	66 66 31	71-81 72-82	100	" —General Fund Bonds	1,189,780	6	4 4	pleas.	109
" " Nov., 1863	2,000,000	6		1883	1001		800,000	6	a a	1868 1878	1004
May, 1865 (free).	2,000,000	6	4 4	1885		" - Canal Fund Bonds	8,050,000 6,000,000	6	J. A. J. & O.	1871	101
4 _ 4 4	870,617	7	"	var.		46 46 46 46	2,250,000 1,400,000	6			1004
Georgia—State Bonds (Railroad)coupon " (Act Mar. 12, '66. "	276,000 8,030,000	7 3		72-74 1886	90	" -General Fund Bonds	909 607 442,960	5	Jan. & July.	pleas.	191
" _ " (Railroad) " (Railroad) "	734,000	6		38-74	80	66 46	900,000	5		1868 1875	91
a _ a (Sterling) a	72,000 1,167,228	0 1	far. & Bept.	1869		" -Canal Fund Bonds		5	J. A. J. & O.	1878 1868	
Illinois—Ill, and Mich, Canalcoupon  " " "registered  Btate Bondscoupon	1,229,667	6	" "	1870	991	" = " " "	167,000 4,500 000	5		1871 1874	need less
H H W H	948,910 4,357,253	6	66 66 20	30-70 17-79	997	North Carolina – State Bonds	366,000 8,334,000	6	Various.	69-78 81-90	98 65
" —War Loan Bonds " Indiana —State Bonds coupon	945,200 1,191,992	8 34 3	u u		994	_ 4 4 ,	650,000	6	April & Oct.	90'91	97,08
· · · · · · · · · · · · · · · · ·	3,829,936	5	4	1866	94	Ohio—State Bonds (Union Loan)	8,500,000 280,366	6		1900 1868	724
Iowa—State Bondscoupon  War Loan Bonds	180,000	7 3	an. & July.	1868	98	u _ u . u	2,183,582 1,600,000	6	4 4	1870   1875	100 100
Kansas-State Ponds com coupon	300,000 99,945	1	an, & July.	1881 1875		4 _ 4 4	4,095,309	6		1881	101 102
" -War Loan Bonds " Kentucky-State Bonds coupon	500,000 901,000		66 65 29	18-81		Oregon—State Bonds (Relief and Bounty) Pennsylvania—State Bonds	218,674	7	Jan. & July.	1875	102
6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1,421 000 415,600		pril & Oct. ?				5,083,052	5	66 1		99
" - Military Bonds "	253,000 635,000	5 2	pril de Oct. '6	7-73		-State Bonds, 1st series	92,850			4010	100
Louisiana—State Bonds (Banks)coupon	4,832,983	6 E	eb, & Aug, '6	10-195 18-86		4 _ 4 4 2d series	99,480 720,988	S I	11 11	1882	
" _ " (Schools, &c.), "	2,928,000 665,000	6 3	an. & July.	1897	631	u u u u lst series	4,907,150	6	64 64	1877	1041
4 _ 4 # (Lev es) # (New) #	1,000,000	6	various,	1886		u a 3d series	9,270,017	6	THE TOTAL SEC.	1892	106 108
Maine—Mass, Land Debt of '53coupon	150,000	6 3	October, 16	7-72		" Military Loan Bonds	3,000,000 468,500	6	Feb. & Aug. April & Oct.	1871	1024
* - War Loan of 1861 "	171 000	6	dar, & Sept.	5-78		4 _ 6 4 4 1862 4 _ 6 4 4 1863	1,196,000 269,000	6	Mar. & Sept. April & Oct.	1882	100 <b>∮</b> 100
" 1863 "	800,000 626,000	6	far, & Bent		900	# # # # 1863 # # # # 1864	776,000 917,000	6 1	Jan. & July.	1893  :	1001 1001
War Loan of 1864	475,000 2,882,500	6 3	eb, & Aug.	1880 i	004	South Carolina—Free Loan Bonds -State Bo. ds (various)	798,898	5	Feb. & Aug. J. A. J. & O.	18-70	100
Maryland—State Bonds (Bait, & Susq. R.R.).	315,000 1,017,622	3 1	. A. J. & O.	1000	98	" (new)	1,210,803	6	Jan. & July "	1887	
" _ " (Balt and Ohio R.R.)	24,000 1,405,507	6		1880		l'ennemage -State Bonda	1,949,430 239,187	54	April & Oct.	Var I	604
(R.R. various) " (B. & O. R.R.) s:eri	120,000	6	44	1889		" - " " - " " - " - " - " - " - " - " -			fan, & July 3	1868	
(B. & O. R.R.) fieri.	159,974 8,277,389	8	44	1800	-	" endorsement	2,207,000	6	a la a a la a la a la a la a la a la a	Var.	-
(Ches. & Ohio Can.)	2,000,000	6		1800		Vermont-State War Bonds	1,567,500	6 2	June & Dec. "	71-78	641
(Balt, & Susq. k.R.)	1,000,000	6		1870 1	00	Virginia-Btate Bonds (sterling)  " " (sterling new) registered	466,250	5		ong.	
(Bounty)	30,000 429,688	6	4 7	1885		as the same of the	108,000 21,869,398	6	4 1	ong.	bers.
M machusette-Funding Loan	16 000	5 J	une & Dec.	1888		(new)registered	1,379,500	6	Lanco name	ong,	0.4
-General Statutes Loan	150,000	6 J	an, & July,	1870		" - " " (" )coupon	489,300	6	Medeligation of	1986	68
-Funding Loan	17,000	• 13	une & Dec.	1872		Wisconsin-State Bond	405,100	1	an & July "	7-89	-
	-						11 )			-	E 19

				100	GS-I					omama han	Dosember	Motel
flantic and Great Western: January. 1864	February. 164,438 347,211	March. 166,498 432,340	April. 194,992 855,045	May. 200,807 472,498	June, 265,626 410,800	July. 295,612 493,882	356,408 596,584	401,108 641,481	October, N 857,228 675,446	353,344 634,243	328,828 576,365	Total, 8,235,492 5,825,835
1866	433 279 380,190	385,991 489,555	412.521 407.018	464,507 465,102	493,248 383,396	464,898	568,589 461,879	483,177	599,670 483,917	474,056	389,578 360,641	5,696,119 5,167,371
1869	393,251	408,847	388,654	355,255	359,184	341,266						olroilett
hicago and Alton : 109,850	101,856	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910 320,879	156,889	153,294	1,678,706
1864 280,503	154,418 275,283	195,803 299,063	162,723 258,480	178,786 322,278	206,090 355,270	224,257 335,985	312,165 409,251	364,584 401,280	357 968	307,803 307,919	252,015 236,824	2,770,484 3,840,092
1867 343,787	222,241 157,832	290,111 235,961	269,249 282,165	329,851 335,810	871,544 £42,358	321,597 354,244	887,269 415,982	322,638 408,999	360,323 426,752	323,080 359,102	271,247 330,100	3,695,153 3,892,861
1868 Rock Island and Pacific	296,496	261,599	270,386	335,510	378,461	405,616			SAMPLE OF STREET	177707		
1863	130,225 175,482	122,512 243,150	126,798 185,013	144,995 198 679	170,937 243,178	139,142 224,980	160,306 307,874	210,729 875,860	216,030 324,865	196,435 336,617	201,134 321,087	1,959,267 8,095,470
1865 305,554 1866 241,305	246,331 183,386	289,403 257,230	196,580 209,099	234,612 277,506	321,818 306,693	244,121 238,926	306,231 317,977	389,489 400,941	307,523 428,474	270,078 845,028	201,779 260,268	8,313,514 8,466,922
1987	224,621	272,454	280,283	251,916 308,891	261,483 366,200	274,800 329,800	404,600	666,408	558,200	415,400	351,600	4,153,912
1868	281,900	262,800	289,700	enologi.	in all the last to	A STATE OF THE PARTY	000.100	400.100	444.400	400.040	Hollin Telligia	Charles and Control
1863 273,876	317,839	390,355	421,363	466,830	366,100 565,145	281,334 480,710	296,169 519,306	473,186 669,605	551,122 729,759	435,945 716.378	407 688 568,400	2,811,544 6,11 <sup>3</sup> ,586
1865 523,566	482,164 399,917	499,296 523,745	468,358 537,519	858,948	747,942 926,983	702,6 <b>91</b> 803,524		946,707 1,000,086	932,682 1,200,216	754,671 1,010,892	547,812 712,859	7,976,490 9,299,480
1867 741.926	574,664 800,787	765,398 855,611	774,279 1,068,959	895,712 1,206,796	894,357 1,167,544	800,325 1,091,466	1,265,831	1,451,284	1,508,883	1,210,387	918,088	11,532,848
los Moines Valley : 40,129	29,102	87,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867 201 201 201 201 201 201 201 201 201 201	86,098	66,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	61,965	785,605
irie : 1863 845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294 1,222,568	1,024,649	1,035,321	10,469,481
1864	947,146	1,114,508 1,256,566	1,099,507 1,458,455	1,072,293 1,133,461	1,041,975 1,177,372	994,317 1,202,180	1,105,364 1,331,046	1,301,006 1,336,615	1,438,689	1,522,472	1,334,217	18,429 648 15,484,775
1866including Buffalo Division1,185,746 1867including Buffalo Division906,795	987,936 917,639	1,070,917 1,139,528	1,153,441 1,217,143	1,101,682 1,122,140	1,243,636	1,208,243 1,071,312	1,296,400 1,289,024	1,416,101	1,476,244 1,498,716	1,416,001 1,421,881	1,041,116	14,596,418 14,189,300
1868						******	******		******	( The same of	2001130	
llinois Central : 1863	271,085 416,588	275,648 459,762	299,224 425,797	334,687 406,873	407,992 510,100	343,929 423,578	511,305 640,179	478,576 799,286	496,433 661,391	437,679 657,141	424,531	4,571,028 6,329,447
1866 571,586	528,972	616,665	516,608 411,605	460,573	617,682 567,679	578,403 480,626	747,469 578,253	799,286 739,736 571,348	641,589 661,971	643,987 588,219	603,402 618,088	7,181,208
1866608,063 1867647,120	506,266 524,871	505,465 417,071	440,271	569,250 477,027	516,493	525,242 509,156	709,327	758,530	823,901	727,810	604,066 618,329	6,516,741 7,160,992
1868	488,089	409,649	467,764	496 666	543,019	24	******	*****	444.400	******	*****	****
1866	87,791 85,447	93,763 84,861	78,607 81,181	76,248 96,388	107,525 103,378	104,608 98,043 106,594	115,184 106,921	125,252 104,866	116,495 118,504	116,146 112,952	105,767 123,802 123,888	1,224,068 1,201,289
1867	78,976 81,539	92,910 98,482	92,768 108,461	90,526 95,416	103,378 96,585 96,924	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
Michigan Southern & Northern Indiana:	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	875,567	332,260	348,048	3,302,548
1863	304,445	338,454 413,974	330,651	267,126 361,489	815 258 387,095	278,891 301,613	358,862 418,575	402,219 486,808	407,107 524,760	448,984	411,806 351,799	4,120,152
1865	366,361 277,234	412,716	365,180 413,970	418 024	384,684	338,858 313,130	384,401	429,177	496,655	429,546	352,218	4,828 727 4,650,328
1867	811,088 338,335	395,372 381,497	409,248	857,749 400,486	307,968 363,550	301,495	434,318	488,388	630,871	429,785	380,034	4,663,808
Michigan Central: 242,078	245,858	236,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864 252,435 1866 306,824	278,848 279,137	348,802 344,228	338,276 287,241	271,553 401,456	265,780 365,663	263,244 329,105	346,781 413,501	408,445	410,802 490,694	406,510 447,670	376,470 328,870 308,669	3,970,946 4,520,550
1866282,439	265,796	887,168 375,210	843,787 862,788	365,196 333,952	335,083 284,977	324,986 313,021	359,646 396,993	429,161 464,778	493,640 506,296	414,604	308,669 330,373	4.280,115
1867304,095 1868	283,661 304,315	326,880	415,758	369,286	325,501	321,013			******			4,371,078
Milwaukee and St. Paul: 319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	761,788	1,101,771	775,616	438,323	5,683,608
1868	850,884	333,281	425,629	565,718	458,094	423,247		4		AT STATE		********
1862749,163	631,956 790,167	710,814 867,590	770,223 911,397	736,114 839,126	610,417 841,165	749,571 818,512	752,841 840,450	892,744 1,079,551	1,018,375	968,228 1,045,401	1,002,798	9,693,244
1864	936,587 613,381	059,023 955,659	1,105,664 1,346,784	1,004,435 1,255.521	1,029,736 1,132,701	1,055,793 1,162,024	1,273,117	1,450,076 1,524,484	1,227,113	1,187,505	1,116,829	11,069,868 18,857,709 14,575,128
1866	895,887	1,135,745	1 190,491 1,227,286	1,170,415	1,084,533 934,536	1,135,461 1,101,693	1,285,911 1,388,915	1,480,929 1,732,673	1,530,518	1,211,108	935,857	14,148,216
Ohio and Mississippi :	845,863	1,076,778	77	200		2.00	302,596	1.20	278,008	346,243	075 050	
1865	260,466 239,139	309,261 313,914	269,444 271,527	224,968 290,916	228,242 304,463	268,177 849,285	344,700	382,400 360,348	372,618	412,553	275,950 284,319	8,311,077 8,793,006 8,380,588
1866	246,109 219,065	326,236 279,647	277,424 284,729	283,130 282,939	253,925 240,135	247,262 234,638	305,454 322,521	278,701 865,371	310,762 379,367	302,426 336,066	281,613 272,053	8,380,588 8,459,316
Philadelphia and Reading:	231,351	265,905	252,149	204,620	217,082	194,455						
1862	217,161 361,834	244,423 396,771	258,674 429,929	283,998 505,517	254,285 464,809	388,726 451,884	414,707 574,486	448,994 714,302	463,873 815,902	466,557 746,955	454,826 526,009	4,088,83 6,324,081 9,866,51 10,083,020 10,687,12
1864	532,786	617,021	669,384	757,178	936,188	711,457 967,194	1,170,241	1,125,635	754,551 1,419,232	1,032,149	812,178	9,566,51
1866 738,061	608,305 725,967	116,216 779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	888,742	887,798	874,974	241,277,122,277,123	10,637,12
Pittsburg, Fort Wayne and Chicago:	534,561	703,618		-	10-10-11-1	864,637	698,104		956,658	837,351	1 -11-12	****
1862293,420 1863337,350	274,258 366,598	295,778 461.968		427,094	395,845	249,419 350,758		463,509	505,814	864,331 466,300		8,745,31 5,132,98 7,129,46 8,489,06
1864200,676	457,227 678,504	611,297 857,588	588,066	625,751	646,986	506,641 584,522	625,547	675,360	701,852 858,501	691,556 712,368	914.082	7,120,46
1866 559,982	480,986	662,168 627,960	599,806	682,510	688,667 607,451	552,878 537,881	648,201	654 926	757,441	679,786	\$55.929	1,401,21
1868	525,497 602,758	684,190	774,100	611,914	601,246	571,88				*****		
1868 109,808	110,603	120,310	123,116	113,798	123,949	118,07	130,378		144,786	143,748	162,921	1,654,91
1864100,872	147,485 153,674	160,497 202,771	157,786 167,300	149,856 177,625	173,722	144,94 107,51	218,236 218,546	216,788	204,785 222,786	202,966 207.301	162,694	1,554,91 2,084,07 2,240,74 2,250,14
1866	155,898 149,842	192,138	170,48	168,699	162,532	166,01	222,963	199,884	244,834	212, 227	7 177,366 180,97	2,250,14 2,218,40
1868	138,392			8 130,640	140,400							
1863 86.321	91,971		182,111	1 134,275	152,586	105,55			161,062	184,56	3 111,88	1,439,7
1865 79,785	95,843 139,171	182,890 155,75	3 144,00	7 127,010 1 138,786	0 166,888 194,528	139,62 271,79	874,024	877,961	376,534	220,20 361,91	9 265,150 247,02	2,050,33
1866226,060	194,167 200,798	256,40	7 970,80 0 317.06	0 316,484 2 329.076	3 825,001 9 304,810 293,844	304,91° 309,59	7 896,248 1 864,724	849,117	486,065	254.83	287,150	3,717,86
1868 278,712	265,793	263,25	292,28	5 260,529	203,844	283,82						THE STREET
1868       920,371         1864       921,831         1866       967 869         1867       901,671         Dhio and Mississippi:       210,829         1865       259,223         1866       267,541         1867       242,798         1868       221,973         Philadelphia and Reading:       1862         1862       192,216         1863       335,685         1864       436,742         1865       683,063         1866       738,061         1867       290,488         Pittsburg, Fort Wayne and Chicago:       1642         1862       290,476         1864       220,676         1864       220,676         1864       220,676         1864       220,676         1863       337,360         1864       220,676         1863       442,644         St. Louis, Alton and Terre Haute:       1863         1863       100,872         1864       100,872         1865       170,079         1866       170,079         1867       178,120         1868<	87,265	32,37 39,80	8 88,97	2 68,869	2 82,147 8 02,918	68,18	59,86		92,711	61,77 75,34	0 87,88 64.46	600,31
1867 45,100	36,006 27,667	36,39	40,710	2 68,860 2 86,912 0 67 860	8 62,918 2 60,558 8 77,830	86,27 68,26 69,76	60,696 2 78,521	126,49	120 208	79,43	54,71	8140 774 9
1000 46,41	40,700		8 49,231	1 70,16	8 77,836	69,70	2					

# RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	out- tanding. Dividend Perioda.		OHE 110- SELECTION CONT.	standing.	Periods,	Payable.	Marked thus (*) are leased roads.	standing.		Last Dividend Payable.
Albany & Susquehanna 100	1,675,139		Hartford and New Haven.100	\$3,000,000	J.A.J&O	July '68 S	Portl., Saco & Portsm'th*.100	\$1,500,000	J. & D.	Jun. 68 3
Allegheny Valley	125,000 J.A.J&O	Oct.'671	Hannibal and St. Joseph_100 Do. do pref.100	5,253,830	*******		Raleigh and Gaston	2,000,000	o. a. o.	Jul. '68 3
		Jan, 68 34	Hanover Branch, Pa 50 Housatonic 100	116,850 820,000	M. & N.	May '68 5	Rensselaer and Saratoga _100 Richmond and Danville100	2,000,000	A. & O.	Apr. '68 8
Atlantie & Gt. Western 50 1	1,522,150	*****	Housatonic	1,180,000	J. & J.	Jan.'68 4	Richmond and Petersb g.100	847,000 1,041,800		
	2,494,900 J. & J.	Jul. '68 2	Hudeon River 100 Hazieton 50 Huntingdon & B'd Top 50 " pref. 50 Hilinois Central 100 Indianapolis, Cin. & Lafay, 50 Jeffersonv, Mad. & Ind. 100 Lotter and Chicages 100	1,615,000	May.	M'y'68 24	Rockport100	88,400		Nov.'67
	733,700 J. & J.	Jan, 188 8	Huntingdon & B'd Top 50	494,380	JAI	T'n '68 84	Rome, Watert, and Og'nb. 100	2,385,500	J. & J. F. & A.	July'68 5
Baltimore and Onlo.	1,680,000 A. & O.	Apl. '68 6	Illinois Central100	23,386,450	F. & A.	Ang.'68 5	St. L., Alt. and T. Haute_10	2,800,000		****
Baltimore City Passenger	670,000 A. & O.	Jan. '68 8	Indianapolis, Cin. & Lafay.50	1,689,900	M. & B.	Sep. '67 4	St. L. Jack'ny, and Chie'o.10	1,700,000	Annual.	May 68
	4,420,000 F. & A.	Feb,'683	Joliet and Chicago 100	1,500,000	J.A.J&O	Apl.'68 1	Sandusky and Cincinnati. 100	2,089,000		
Belvidere Delaware100	600,000 J.A J&O	Jul. 68 1	Lackawanna & Bloomsb. 50	1 335,000	J. & J.	Jan, '08 4	Sand, Mansf. and Newark.10	398,078 900,000		
Berkshire 100 Blossburg & Corning. 50 Boston and Albany 100	250,000 J. & D.	Dec.'672	Leeds and Farmington*	0 150 565		Int. 268 94	Saratoga and Hudson R 10	1 020,000		
					M. & N.	M'y.'67 5	Savannah and Charleston.10	1,000,000		
Brooken Concord & Montality	1340,400 M & N	May 168 3	Lehigh Valley 50 Lehigh Luzerne 50	010,234,100	A LOCU	JUL 05 24	Benuvikili and Pusquen's. &	11.209.100		Jul. '68
Do., do. pref. 100 Boston and Lowell500	1,830,300 J. & D.	Jun. '68 4	Lexington & Frankfort -100	514,646					J. & J.	Jul.'68 2
Boston and Maine	3.660,000 J. & J.	July '085	Lexington & Frankfort 100 Little Miami. 50 Little Schuylkul 50 Lomb, and South St (Ph.) 26	3,572,400 2,646,100	J. & J.	Jan. 682	Scaboard and Rosnoke10 Second Avenue (N. Y.)10	070.000	A. & O.	Oct. '66
Broadway (Boston) 50 Broadway & 7th Av. (N.Y.)100	825,000 J A. J.O	Apl. '68 2	Lomb, and South St (Ph.) 28	90,000			Shamokin V. and Pottsv. 5	869,450	F. & A.	
Brooklyn City 10	1,000,000 F. & A.	F'b,'68 8	Long Island	95,194	P.M.AN.	N'v'67 10	Shore Line10 Sixth Avenue (N. Y.)10	750,000		Nov.'67
Brooklyn City & Newt'n_100	899,800	M21/89 91	Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 44	Somerville	75,000		
Buffalo and State Line 100	2,200,000 F. & A.	Aug. 68 4	Louisville and Nashville100	5,500,000	F. & A.	Feb.'68 4	South Shore 10	259,685		
Cambridge Horse (Bost'n)100	777,800 A. & O.	Apr. 684	Louisv., N.Alb.& Ohicago.100 Lowell and Lawrence 100	2,800,000	A & O.	Apl. '68.8	South Shore	3,203,400		Feb.'684
Clamdon and Atlantic, Drel. Su	600,000		Macon and Western 100	N. 1.500A000					J. & J.	
Cape Cod Branch 60	721,926 J. & J. 1,150,000		Mahanoy & B'd Mount'n* 50 Maine Central10	1.600.860			Stoney Brook	250,000	M. & N. J. & J.	
Catawissa, pref 50 Catawissa, pref 50 Cayuga & Busquehanna. 50	2,200,000 M. & N. & N.	1May 188 5	Manchester & Lawrence 10	1,000,000	MAN	May'68. 5	Syr., Bingham, and N. Y.10	1.200.130		
Central of Georgia100	4,866,300 J & J.	Jul. '69	Marietta & Cincinnati 5	0 6,586,13	M. & S.	Sep. '66 3	Taunton Branch10 Tennessee and Alabama _10	595,922		Jul. '68
Control of New Jersey	3.768.000 T A T.C.C	MATIL'68 S	u 2d nref &	1 4 051 74	II.M Ac. B.	1260D 786 2	Terre Haute and Indiana. 5 Third Avenue (N. Y.)10	01 1.986.101		
Central Ohio100 Do. pref100	J & D.	Jun.'68 8	Memphis and Charleston 10 Memphis and Ohio10	570,000	, a. o.	200	Thirteenth and Fif. (Ph.) - 5	0	J. @ J.	Jan. '68
Do. pref	1:201.000		Metropolitan (Boston) 10 Michigan Central 10	1,250,000	J. & J.	July '68 5	Tol., Peoria and Warsaw.10	0 1,650 000		
Cheming*100 Cheshire, prefeired100	880,000	July '68	Mich, 80 & North, Ind. 10 "guaranteed,10 Middlesex (Boston)10	11,065,340	August,	Aug.'68 4	Thirteenth and Fif. (Ph.) 5 Tol., Peoria and Warsaw 10 " 1st pref.10 " 2d pref.10	908,176	3	
Cheshire, prefetred100	2,017,820 Annual 8,886,643 M & S	Sep. '68 8	Middlesex (Boston)	M 25080 III	F. & A.	Rep. 68 8	Tol., Wabash and West 6	1.000.000	M. & N.	M'v'683
Chicago and Alton	2,425,576 M. & S.	Sep. 168	Mill Creek and Minehil*, 5	323,370	JAJ	July'68 &	Troy and Boston 10	0 607,111		
Chicago, Burl. & Quincy - 50 Chicago and Gt. Rastern - 100	4,390,000	Mar, 90 6	Milw, & Prairie du Chien.	308,200	F. & A.	Aug. or	Troy and Greenbush*10 Troy, Salem and Rutl'd*10 Union Transport'n (Bos.).10	800,000	A. & O.	Apr.'68
Chicago and Milwaukee*_100		10 m. 00 6	u u gd pref 10	3,082,000	M A mmmal	1 10 ca by 76136 5	Illinion (Phile )	01 201.47	J. @ J.	Jul. '68
Chicago & N. Western100 "pref.100	13,160,927 June	J'n'68 10	Milw. & St. Paul. 100	3,627,000	J. & J		Utica and Black River 10	0 834,400	J. & J.	Jan. '68
					I A A	1.19.D. 'D' E	Vermont and Canada*10 Vermont Central10	H 2,200,000	J. & D.	Jun'68
Cin, Ham. & Dayton100 Cincinnati City Passenger	3,129,100 M. & N.	M. '68 8	Mobile and Ohio10	3,588,300		D 100	Vermont and Massachu'ts.10 Virginia Central10	0 2,800,000 0 3,353,679	J. & J.	J'n.'68 1
Cincinnati City Passenger	J. & J.	Jan. 658	Morris and Essex 6	0 8,500,000	J&D.	F. 67 344	Virginia and Tennessee 10	0 5,452,81		
Cincinnati and Zanesville. 50 Citizens' Passenger (Phil.) 50	1,000,200		Hurr Carbon or LP Carbon o	UL 282,330	J. & J.	July 68 6	Western Union10 West Jersey10	0 2,687,28		
Clev., Col., Cin. & Ind 100	6,000,000 F. & A	A'g. 68 3	Nashua and Lowell 10 Nashville & Chattanooga 10 Naugatuck 10 New Bedford & Taunton 10	2,056,54			West Philadelphia 5	0 249,100	J. & J.	Ju. '68
Oleveland & Mahoning - 50 Cleve., Painsy. & Ashta100	5,000,000 J. & J.	Jul. 68 3	New Bedford & Taunton 10	0 1,100,000	F. & A. J. & J.	Jul. 68 4	Wilm. and Maichester10 Wilm. and Weldon10	0 1,340,213		
Cleveland and Pittsourg ou	5,424,091 J AJ&(	July '68	New Haven & N. London, 10 N Haven & Northampton, 10	738,58	3		Worcester and Nashua 7	6 1,141,000	J. & J.	Jun'68
Cleveland and Toledo 50 Col. & Indianapolis Cen 100	4,000,000 J.A.J&	O. '67 2	New Jersey10	5,000 000	J. & J. F. & A.	Aug.'68	CANALS.			1
Col. & Indianapolis Cen100 Columbus and Xenia* 50 Uoncord	1,786,200 J. & J.	Jan, 68 4	New York Central	895,000	M. & B.	Mar.'68 4	Chesapeake and Delaware	0 1,575,96	J. & D.	Jun.'68
Concord & Portsmouth 100	350,000 J. & D.	Jun'68 3	New York and Harlem 5  " pref. 5  New York & New Haven.10	0 5,285,05	J. & J.	Jul. '68 4	Delaware Division	0 1,633,35	F. & A.	Aug.'68
Coney Island & Brooklyn, 100 Conn. & Passump. Rivers, 100	500,000		New York & New Haven lo	0 1,500,00	J. & J.	Jul. '68 4	Delaware and Hadson10 Delaware and Raritan10	0 2.298.40	F. & A	Aug. '68
Do. do. pref.100	1 479 900 T & T	Tm1 168 1	N Y., Provid. & Boston 10 Ning. Bridge & Canandai*10	O 1 755 00	J. & J.	Jul. '67 3	Erie of Pennsylvania	0 64,00	0	
Connecticut River 100 Cumberland Valley 50	1,316,900 A. & O	Apl. '68	Ninth Avenue10	0 797,40	J. & J.		Lebigh Coal and Navigat.  Monongahela Navigation.	0 728 10	0 M. & N. 0 J. & J.	Jan. '68
Danbury and Norwalk 100 Dayton and Michigan 100	806,900		North Carolina 10	0 4.000.00	O TO A S	May 188	Morris (consolidated)	0 1,025,00	DI TO A- A	Web 187
Delaware 50	466,132 J. & J.	Ju. '68	Northern Central	155,00	F.M.A.E	May '67	Schuyl. Navigation (cons.)	0 1,908,20	7 F. & A.	Feb.'67
Delaware*	11.288,560 J. & J. 1.550,060	Jul. '68	IN Orthern of N. Jersey 10	0 158,80	J. & D.	Jun.'68	Susq. and Tide Water	0 2.888,80	F. & A.	Feb.'67
Detroit & Milwaukee, 100	402,309		North Pennsylvania 5 Norwich & Worcester 10	0 2 150 15	0	F'b.'68 5	Susq. and Tide Water	0 2,907,85	0	
D. Dock, E. B'dw. & Bat_100	1,200,000		Ogdensb. & L. Champl'n.10	0 2,363,60 0 3,077,00	DEAA	Feb. '68 2	W. Branch and Susq	0 1,100,00	J. & J.	
Dubuque and Sinux City_100	1,673,641		pref.10	0 641,20		Apl.'68	Wyoming Valley	800,00	0 irregula	r Oct. '67
Do. do. pref 100 Eastern (Mass.)190	1,987,351 3,578,304 J. & J.	July '68	Ohio and Mississippi 10  " pref.10 Oli Creek & Allegheny R. 5			Jun'68 3	MISCELLANEOUS.			1/1/2
Eastern (N. H.)	492,500 J. & J.	July'68	HOLD COLORY OF MEMBER H	OI 4 848.30	0 J. & J.	Jul.'68 2	Atlantic Mail Steamship. 16 Pacific Mail Steamsh p. 16	0 4,000,00 0 20.000,00	OMJS&D	Dec'67
East Tenn. and Georgia 100			Orange and Mewark 10	0 281,55	0		Upion Navigation	0 4,000,00	OMIBED	Dec. 66
Righth Avenue (N. Y.) 100	1.000,000 J. A. J.	Jan. '68	Oswego and Syracuse 5 Pacific of Missouri	0 8.581.00	F. & A.	Aug.'68	West'n Union Telegraph.16	5 1,500,00	0 M. & B.	M. '68
Kim., Jeffers & Canand 100	500,000 F. & A	F'b.'68 2	Palarson and Ramano	0 7,000,00	J.AJ&C	July 68	Ashburton	2,500,00	0 J. & D.	Dec.'66
Do. do. pref. 50	500,000 J. & J.	Jul. 683	Paterson and Hudson Rivio	630,00	J. & J.	Jul '68	Central Coal	2,000,00	0 J. & J.	Jul. '68
Prie Raliway100	8,536,700 F. & A	Jan '66	Peoria & Bureau Valley 10	0 20,000,00	M. & N	May '68	Mt. Pleasant Coal	200.00	J&J.	Jul. '68
Rast Tonn, and Virginia100 Eighth Avenue (N. Y.)100 Eighth	600,000 F. & A	Aag.'68	Philadelphia and Erie	0 5,069,45	0	Jan. '68	Pennsylvania Coal	3,200,00	FMAL	N May'68
		Jul Pas	Philadelphia and Reading of Do. Do. preferred of Phil., Germ'nt'n & Nort'n phil.	0 1.551.0	J. & J.	Jul.'68 5	Spring Mountain Coal	200,00	JAI	Jan 267
Fitchburg & Worcester 100	247,800 J. & J.	Jan. '68	Phil., Germ'nt'n & Nor't'n	0 1,507,85	A. & O P. & A	Apl '68	Spruce Hill Coal.	0 1,000 00	0 J. & J.	Jan. '6'
Forty Sec. St. & G. St. Fy.100	750,000 A. & O	Oct. '67	Phila, Wil. & Balt.	0 9,019,30	PAA	Jul. '68	Wyoming Valley Coal	00 1,250,00	0 F. & A	Aug. 'e
Frankf, and Southw.(Ph.) 50	491,620 J. @ J.	Jul. '67	Philadelphia City	100,00	J&J.	Jul. '68	Rutland Marble	1,000,00	O PM 4	Dec'6?
Pitchburg & Worcester 100 Pint and Holly Forty Sec. St. & G. St. Fy.100 Frankf. and Southw.(Ph.) 50 treorgia 100 tiermantown (Phila.) 60 Girard College (Phila.) 40 Granhe. 100 Granhe. 100	112,245 J. 4 J.	Jan. '68	Phila and Grey's Ferry	217,60	J. @ J.	Jul. '68	American Express	9,000,00	FMA	N May,'6
Grande College (Fhile) = 50	100,000 J. & J.	Jan. '68	Pittsfield and N. Adams . 10	0 11,600,00	J.A.Jac	Jul. '68 2	United States Express	00 20,000,00	MJEAT	Dec's
			CHICK AND A SECOND CO.	20 1950	- t me the cla	la sed no	Home to the contract of the co			THE RESERVE AND DESCRIPTION OF THE PERSON NAMED IN

### AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description,	The state of	rest	Inte	rest, many make	(I	at	Description,	ant a	Test.	Inte	rest, manufacture	T.	1
Dosenhator	Amount	Interes	When payable.	Where payable.	Due.	Price	Description	Amoun	Interes	When payable.	Where payable.	Due.	Price
Jabama and Florida :	h Jania	, 0	FL099, W	man (time) (s)	ue716	H18	Chicago and Milwaukee:			remove I /eta	Listanies out	of here	
Mortgage Convert. (guar. by Dir.)	\$300,000	7			1867	-	1st General Mort	1,726,000	7	Jan. & July.	New York	1898	89
lahama and Tenn, Rivers:				- Intl	OF HER	EG-16	Uhicago and Great Eastern : 1st Mortgage	6,600,000	7	Apr. & Oct.	New York.	1896	78
1st Mortgage convertible	833,000 225,705		Jan. & July.	New York.	1872		Chicago and Rock Island :	25 VERS 1	1.50	13.08 J. Land	New York	1870	101
2d Mortgage		10	Wind Larud	Charles and the	aghnot	1-1	Chicago and Rock Island:  1st Mortgage  1st Mort (C., R. L & Pa.) Chicago and Northwestern:	6,699 000		Jan. & July. Jan. & July.	a a	1896	96
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	-	Chicago and Northwestern:		1		New York	1885	100
lst Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Peb, & Ang.	Ben Tork	1885	91
ist Mortgage	895,000	7	Ton A Tuler	London,	1879	TO V	Funded Coupon Bonds	756,000		May & Nov.	per stone a	1883	94
1st Mortgage, N. Y. Division 2d Mortgage, " "	774,700	7	Jan. & July. April & Oct.	44 44	1881		Consolidated Sinking Fund Equipment Bonds	165 000	7	F. M. A. & N.		1915	17
1st Mortgage, Penn. "	2,324,800	7	1000	1100	1877		Equipment Bonds	2,200,0001	lo	Apr. & Oct.	4 4	68-71	100
2d Mortgage, 1st Mortgage, Franklin Branch	913,500 349,000	1	Jan. & July. June & Dec.	though not do	1882 1882		Appleton Extension Bonds Green Bay Extension Bonds	184,000	7	Feb. & Aug.	4.00	1885	74
1st Mortgage, Ohio Division	8,764,490		April & Oct.	New York.	1876		Flagg Trust Bonds	200,000	8	Jan. & July.	a a a	*****	
Zu murakako,	2,880,000 1,492,000	+	Feb. & Aug.		1883		Cincinn., Hamilton and Dayton :.	1,250,000	7	May & Nov.	New York,	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884		3d Mortgage	500,000	8			1877	15
Consolidated Bonds	6,333,500	7	Quarterly.	London	1890		Cincinnati, and Zanesville:	1.800.000		May & Nov.	New York.	1898	075
Dollar Bonds (Coupon)	988,000		April & Oct.	Portland.	1866		1st Mortgage	Tiponiono		may a 1101.	Persas contra	But to	100
Sterling Bonds (Coupon) City of Portland Loan (Coup.)	1,000,000		Nov. & May. Various	London, N.Y., P.&Bos.	1878		1st Mortgage	850,000	7	Feb. & Aug.	Name at Street and Street Street	1873	91
Saltimore and Ohio:	40.00	10	Various.	14. I., I., a. 150e.	11700	-	8d Morigage	105,600	7	March & Sept.		1876	
Maryland Sterling B'ds of 1839.  Mortgage Coupon " 1863.	3,000,000 1,744,500	5	Ja Ap. Ju Oc.	London,	1888		Clev Painesville and Ashtabula :	SE GeHill		0.0001	Wass Park	1000	
u 1850.	602,000	8	Jan. & July.		1880	98	Special (Sunbury and Erie) 2d Mortgage	1,000,000	7	Jan. & July.	New York,	1878	100
u u 1855. u u 1834.	894,250		Jan. & July.	haline	1875	97	2d Mortgage 3d Mortgage Oleveland and Pitteburg :	1,000,000	7	April & Oct.		1892	-
Balt, City Loan of 1856	821,261 5,000,000	6	Ja. Ap. Ju.Oc. Jan. & July.		1867	984	2d Mort (M. Lagrant Extension	1,130,300	7	March & Bept.	New York	1873	9
ay de Noquet and Marquette :				Property In the	1700	1150	2d Mort, (M. L.) or 1st Extension 3d Mort, (M. L.) or 2d Extension 3d Mort, (M. L.) or 2d Extension Consol, S. F. mort. (\$5,000,000) Clev., Columbus and Cin.: 1st Mortgage, Coupon Oleveland and Toledo: Institute let Mortgage at Div.	1,603,000	i	May & Nov. Jan. & July.	# #	1875	9
Income	100,000		April & Oct.	Boston,	1870		4th Mort. (M. L.) or 3d Extension	1,106,489	6	May & Nov.		1892	7
1st Mortgage extended	1.225,000		Jan. & July.	New York.	70-99	90	Clev., Columbus and Cin. :	100,000	7	100,000	mul southbard	NH 160	100
Income bonds	433,000 87,000	7	1.000.1		1870	824	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	108-188	-
Belvidere Delaware :			a tar a disease	100 ( J 10/19	11200	-	Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York,	1867	-
1st Mort, (guar. C. and A.)	1,000,000		June & Dec.		1867	82	Junction 1st Mortgage 1st Div. Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	4 4	1872	4
2d Mortgage (do.)	745,000		Feb. & Aug.	Princeton.	1877	88	C. & T. Mortgage Bonds C. and T. (S. F.) Mortgage Columbus and Indiana Central	2,021,000	7	Jan & July.	Liminical D Dri	1886	10
loston Concord and Montreal:	84.000		Pob & Ama	of Cal	1000		Columbus and Indiana Central	1	1.4	1	intovaro bese :	miate	1
1st Mortgage	800,000	6	Feb. & Aug.	Boston. New York.	1865	100	1st mortgage 2d mortgage Columbus and Xenia :	3,200,000 1,000,000	7	May & Nov.	New York.		-
Martanga Ocarnons	100,000	6	Jan. & July.	- Boston,	1870	94	Columbus and Xenia :				intellection of late	a liditike	-
2d Mortgage Coupons  Binking Fund  oston and Lowell:	250,000 836,000	8		New York, Boston,	1870	100	Connecticut River :	248,000	6	March & Sep	Columbus.	1890	-
loston and Lowell:		1				noti	Mortgage Connectic't and Passump, Rivers	250,000	6	March & Sept.	Boston,	1878	96
Mortgage	200,000		Jan. & July.	Boston,	1878	98	Connectie't and Passump. Rivers	578,800		June & Dec.	Boston	1876	90
tuffalo, Bradford and Pittsburg :	0.000		G. Grand I was seen		marino	6 19	Cumberland Valley:	P. CITE AL	8	400,000	18 I )	SANTE OF	01802
1st Mortgage	1,766,000	17	Jan. & July.	New York.	1886	-	II IN MOUGRE	161,000		April & Oct.	Philadelphia.	1904	100
1st Mortgage coupon	2,000,000		June & Dec		1877	95	2d Mortgage	100,000		1000 - 1- pro-	. Louis roll	Tana	-
2d Mortgage coupon	280,000	7	May & Nov.		1872	92	1st Mortgage	283,000	87	Jan & July	New York.	1867	
1st Mortgage	500,000		April & Oct.	New York	1866	98	3d Mortgage	2,589,000 642,000	7	John J. San J.	bee solvento	1821	8
Income († in '99, † in '72)	200,000	7	Jan. & July.	4 4	Var.	Wil	3d Mortgage Tolede depot bonds	169,500	7	00.001			-
Surlington and Missouri:			anata	ow is how be	61-70	-11	Dayton and Western :	289,000	7	March & Sept.	New York	1882	
New Land Mortgage Convertible bonds	1,429,000		April & Oct.		1870	96	2d Mortgage	250,000	7	June & Dec.	" "		- 0
Old Road bonds	121,160		Jan. & July.		1870		Delaware: 1st Mort., guar. by P. W. & B.	500,000	6	Jan, & July.	Philadelphia	1875	9
amden and Amboy:	and a		0.00	- C - C - C - C	10 35 150		Guaranteed.	100,000	6	a a	of Electrical Dis	1875	1
American Loan	1,841,862 3,336	6		London, New York,	1880		Btate Loan	170,000	6	4 4	prince this lan	1876	-
	210,600	0		4 7	1867	100	1st Mortgage (Lack & Western		7	Jan. & July.	New York,	1871	9
6 6 \$675,000	838,040 675,000	6	April & Oct	B	1870 1876	95	1st Mortgage (E. Extension)	1,222,500	W.	March & Sept	Third man of	1875	9
	1,700,000	6	Feb. & Aug	4	1888	88	2d Mortgage	1,668,000	7	water or Sebr	manus (dugin	1001	10
Consolid Mort Form 45 000 000	867,000 4,437,300	6	May & Nov.		1889	88	1st Mortgage coupon.				New York.	1877	9
Jamoen and Atlantic .		-	William Janes	the same first that I	18 MIL 10	96	Detroit and Milwaukee :	462,000	6	Jan. & July.		1884	8
1st Mortgage Coupon 2d Mortgage	490,000			CoopersPoin		90	lat Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	8
	498,000		Merchant merch	MODEL ASSESSED.	1879	89	2d Mortgage (convertible)	1,000,000 750,000	10			1868	-
1st Mortgage	279,000	7	May & Nov	Philadelphia.	1882	-	4th Mortgage (G. W. R. R.)	500,000	8	-		Land	-
1st Mortgage 2d Mortgage	900,000	7	Feb. & Aug	New York.	1870	101	Dubuque and Sioux City:  1st Mort. (S.F.) coupon 1st Div.	1		May & Nov.	New York	1883	178
	600,000	7	May & Nov	u u	1875	102	Construction bonds, 2d Div'n .	66C,000		2 140V	THE FOLK	1000	9
	450,000		May 4 No	Zanesville.	1890	88	Eastern (Mass.): 2d Mortgage (convertible)			Jan A Tul	- toffeeduck	1000	13
1st Mortgage W Div.	800,000	7	Feb. & Aug	Zanesville,	1865	86	8d Mortgage (convertible)	739,200		Jan & July. Feb. & Aug.	Boston.	1872	1
	800,000	7	March & Sep	Baltimore.	1886	85	1st M. (State) \$75,000 a v'r after 6	125,000	5	Ja. Ap. Ju.Oo.		60-7	1
ath Mortgage (S. F.)	950,000			WHO WE D	1885	99	Kasex Railroad Bonds	214,400		100.100.1		1876	7
entral Pacific of College	1,192,200	7	Jan. & July		. 167-00		Endorsed by State of Tennessee	139,480			hard har	10.0	
	7,836,000	6	Jan. & July	New York.	1896	101	Mortgage (ordinary)  East Tennessee and Virginia:	780,490	-			-	9
heshire:	1,500,000	7	"		1883	100	State of Tennessee Bonds	1,999,000		1001901			-
Ronda of the two son	678,200	8	Jan. & July	Boston,	75-98	00	Endorsed by State of Tennessed	185,000	-		alea doctory	-	319
	310,200	1	POSASSI - LOURS		20,710	1 150	1st Mortgage (after State) 2d Mortgage bonds Elmira and Williamsport:	14,000		120.000			
inconvertible	3,123,000		Jan. & July	New York.	1883 1883	112	Elmira and Williamsport:	1.000,000	3	960,62	Dhille date to	1000	90
Mortgage tasted Sept. 20, 1860	680,000 941,000	7	March &Sept	Hartens in	1890	-	Five per cent bonds	570,000				1880	
Chicago and Aurora lat Mont	941,000	4	July.	Frakfort o. M	1890	100	Rrie and North-East:		18	160,000 T	Storia Kimmer	494975	14 56
Trust Nors. S. F., convertible.  Pan Bonds, dated Sept. 20, 1860 2d Mortgage, inconvertible. Chicago and Aurora ist Mort. Central Millary Tract, 2d Mort. C. R. & O. Serip.	98,000	8	May & Nov	New York,	1807	100	Exchanged for Buff, and St. L. Evansville and Crawfordsville:	140,000	3	Jan. & July	New York	61-7	0 -
Control Military Tract, 2d Mort. O., R. & Q. Scrip hicago and Alton 1st Mortgage pref. R. F. Income Bells.	413,250		Jan. & July	Fr'nkfort o.M	10 3 76		Mortgage Bonds	1,090,000		May & Nov	New York	1600	26
	CONTRACT OF THE	100	Buck Lower	and the same	62	4 80	Mortgage Bonds	150,000	4	Feb. & Aug	And 110066	1801	100
1st Mortgage	2,400,000	N Y	Jan & July May & Nov	Now York	1898	1100	Florida:-	The Part of the Pa		Complete State of Sta	1	- Willer	1. 2.50

### AMERICAN RAILROAD BOND LIST.

\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description,	uno	rest	Inter				Description,	mount	res	Inter		_	0
The same is	Amount	Interes	When payable.	Where payable.	Due	Price.	A Remark Control	Amo	Interest	When payable.	Where payable.	Dae	Pro
lorida, Atlantic and Gulf Centr.:	Trans.			14 11 1 1 1 1 1			Memphis and Charleston				Wasse Wash	1892	1
Internal Improvement (State) Free Land, 2d Mortgage	\$300,000 200,000				1891		State [Tenn.] Loan	\$1,595,530 1,264,000	7	Jan. & July. May & Nov.	New York.	1880	1
alena and Chicago Ilnion	200,000	0			1000	755	2d Mortgage	1,000,000		Jan. & July.	100	1885	1
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101	Michigan Central:			You & Tules	London,	1872	1
Elgin and State Line	1,173,000	7	May & Nov. Jan. & July.	4 4	1875	96	let Mortgage sterling	467,489 500,000		Jan. & July. March & Sept.	"	1869	
Mississippi River Bridge	200,000	7	Jan, & July.	14 1 16	1884		1st Mortgage (convert.) Dollar	1,777,000	8	14 14	N.Y.& Boston	1869	i
reat Western, Ill.: 1st Mortgage Western Division				17 m	1040	100	1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	66 66	1882 1882	1
Eastern "	1,000,000 45,000		Feb & Aug.	New York.	1868 1888	102	1st Mortgage (S. F.) convertible Mich. Southern and N'n Indiana:	4,231,500	8	Lacra III	Liberta's		1
1st Mortgage whole line	2,500,000	7	4 4	44	1888	88	Northern Indiana, 1st	640		Feb. & Aug.	New York.	1861	1
2d Mortgage " "	2,500,000	7	May & Nov.	44	1893	77	Goshen Air Line	637,000		Feb. & Aug.	et et	1868 1876	
Annibal and St. Joseph: Missouri State Loan (1st fien)	8,000,000		Jan. & July.	New York,	73-78	921	Detroit and Toledo	924,000 4,788,000	7	May & Nov.	4 4	1885	1
Land Security	8,344,60		April & Oct	46 46	1881	964 98	2d General Mortgage	2,693,000	7	66 66		1877	
Convertible Bonds	822,000	7	Jan. & July.	4 4	1888	98	Milwaukee and St. Paul:	4 700 000		You & Tule	New York.	1893	1
arrisburg and Lancaster : New Dollar Bonds	663,000	a	Jan. & July.	Philadelphia	1883	80	2d Mortgage	1,500,500		Jan. & July. April & Oct.	H H	1884	4
artford and New Haven:	001,000		out. a outy.	z miedospina.	100	00	Real Estate Purchase	135,500				1874	
lat Mortgage	927,000	6	Feb. & Aug	New York.	1883	99	Milwaukee and Prairie du Chien :		0.	Ton & Yola	Now Vonk	1891	
ousatonic:	909 500	a	Jan. & July.	Bridgeport,	1877		1st Mortgage (coupon)	890,500		Jan, & July.	New York.	TONT	
ouston and Texas Central:			Dan, & July.	Dridgeport,			Real Estate	1,206,000	7	Jan. & July.		1892	1
State (1st Lien) Loan	210,000				1866		Malesissippi Central:	A Soliday		es hills	Carried State		1
Mortgage	, 125,000	7	***************************************		1900		1st Mortgage	1,246,000		May & Nov Feb. & Aug.	New York.		
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	169-70	100	2d Mortgage			10 (Car)		1	-
1st Mortgage	2,000,000	7	June & Dec.	66 6.	1885	105	State (Tenn.) Loan	529,000	6				**
2d Mortgage	1,840,000	7	May & Nov.	64 65 66 65	1875	101	Mississippi and Missouri : 1st Mortgage (convertible)	1,000,000	7		New York.		
linois Central:	1,002,000	1	1 2 1		100	100	2d Morigage (S. F.)	400,000	8		66 11		
Optional Right Bonds	26,000	7		New York.	1868		2d Morrgage (S. F.)	3,612,000			66 66		
Construction	5,090,500 2 499,000		April & Oct.	London. New York.	1875	120	Mississippi and Tennessee: Tennessee State Loan		6	Jan. & July.	New York,	1885	
Construction	2,568,000	6	44 46	46 66	1890	-20	1st MortgageIncome Bonds	600,000	6	16 66	46 66	1876	
Sterling Redemption bonds	868,000	7	46 46	London,	1875	-	Income Bonds	297,500	10	66 66	Memphis.	1870	
linois and Southern Iowa : 1st Mortgage	200 000		Feb. & Aug.	New York.	1882	74	Mobile and Ohio: Tennessee State Bonds	1.009.160	6	Jan. & July.	New York.	1882	0
ndiana Central:	oooyooo	1.	Zob. de Zaug.	tien rois.			Sterling (1st mort.) Bonds)	4,187,000		66 6	London.		
2d Mortgage	264,000	10	Jan, & July.	New York.	1870	100	4 4 4 4 4 mm		0	44 4	N. Y. & Mob.	1861	
let Mortenge	600,000	-	Jan, & July,	New York.	1888	93	Income Bonds of 1861	146,200 625,700		1 4 4	Mobile.	62-6	
1st Mortgaged., Pittsburg and Cleveland:	900,000	1	Jan, & July.	NOW LOIL.	1000	80	ten years	75,342	8	46 44	"		
1st Mortgage	650,000	7	Jan, & July.	New York.	1870		Mongomery and West Point:	the state of		1 1-	the Local Marie Williams	63-6	ax
2d Mortgage	347,000	7					Mortgage (due 1863 and '65 Mortgage	30,500				1866	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Bonds	100,000		Jan. & July.		1870	1
effersonville:				19/1	1861	186	Bonds	299,200		4 4		1876	
Ist Mortgage	187,000 392,000			New York.	1878	85	Bonds	639,500	-6			1001	-
2d Mortgageoliet and Chicago :	A section	1	W 12 /				1st Mortgage (S. F.)	5,000,000		May & Nov.	New York.	1915	
1st Mortgage (S. F.)oliet and N. Indiana;	600,000	8	April & Oct	New York.	1883	101	2d Mortgage	1,500,000	1	Feb. & Aug.	Unit of Truby - 101		
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	-	1st Mortgage	249,000	7			-	
lat Mortgage (guar.) ennebec and Portland:				The second of	1	-	Nashville and Chattanooga:	D- 1004			1,0110.3 (0)	1	
lat Mortgage (City and Town)	900,000		April & Oct		1870	-	Mortgage (State endorsed) Naugatuck :	1,500,000					
2d Mortgage	230,000			Augusta	1001	****	1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
1st Mortgage	160,000						New Albany and Salem:	A state			(\$25 m 4 de a)	1 Same	
1st Mortgage2d Mortgage (convertible)	1,006,000	7					N. Hav., N. Lond. and Ston'gton	2,235,000	6				**
shigh Valley:	1,000,000	1					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	Í
1st Mortgage	1,477,000	6	May & Nov	Philadelphia,	1873	95		116,000	6	May & Nov.	4	1878	1
a Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	97K 000	-	Man & Non	Milwaukee,	1872		New Haven and Northampton:	\$00,000		Jan. & July.	New Haven	1860	
ackawanna and Bloomsburg:	019,000	1	May & Nov	minwaukee,	1012	-	1st Mortgage (H. & Hamp.)		6	oun, a bury.	44		
1st Mortgage	2,024,578	7	Jan, & July	Philadelphia,	1881		New Jersey:					1000	
exington and Frankfort : Mortgage, due 1869 and '74	## 000		You & Yola	Louinaton	100-74		New London Northern :	850,000	6	Semi-ann'ally.	New York.	Var.	
ittle Miami :	68,000	6	Jan, & July,	Lexington.	00-14		1st Mortgage	60,000	7	Jan. & July.	New London.	1871	i
Mortgage (coupon)	1,489,000	6	May & Nov.	New York,	1883	100	Extension Bonds	72,800	6	March & Sept.	44	1885	
ong Island ; State Loan (S. F.)	100,000		Jan. & July.	New York	1876	92	N. Orl'ns, Jackson and Gt. North, 1st Mortgage Coupon	2,741,000	2	Jan. & July	New York.	1886	
1st Mortgage	500,000		14 16	46 66	1870 .	1 2	2d Mortgage Bonus	241,000		way			
Ext. bonds (Hunter's Point)	175,000	7		4 4	1890		N.Orieans, Opelous, and Gt. West,	A multi		0000	and the place of the	100	
Ext. bonds (Glen Cove Br.)ong Dock Co.:	150,000	6	May & Nov.		1893		New Orleans City Subscription	1,500,000	6	***********			-
Mortgage Bonds	2,007,000	7	June & Dec	New York.	1882	97	1st Mort, Construction	1,730,600		***************************************		1889	
ouisville and Frankfort:		1		1937 A 334 10	H255 TH		New York Central:			Man & W	Non West	1000	
Louisville Loan	120,000		Jan. & July	New York,	1881	****	Funding [8. F.] Bonds	6,189,954 1,514,000	6	Feb. & Aug.	New York.	1883	
ouisville and Nashville:			1	The lange of	0.00	-	Exchanged St'ks [S. F.] B'ds	\$94,000	6	May & Nov.		1883	
1st Mortgage Main Stem	1,594,000		Feb. & Aug		68-77		II IB & N. F.	77,000	6	u u		1883	
Lebanon Branch 1st Mortgage. Memphis Branch 1st Mortgage.	267,000				180-85		Real Estate [S. F.] Bonds Real Estate Bonds & Mortgages	165,000 131,315	6	var.		1883 var.	9
Hardstown and Louisville	30,000				1870			45,560	6	66		1883	
City of Louisville bonds	1,074,000				186-187		Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	11 11	1876	33
ouisville, Cin. and Lexington:	1,500,000		Jan, & July	New York,	1897	86	Bonds of Oct. 1863, [S. F.] New York and Erre	2,900,000	6	June & Dec.		1887	11
mine Central:	4,000,000	1	Jan. a July	Atow Tork,	diam'r.	1	1st Mortgage	3,000,000		May & Nov.	New York.	1867	
Loan \$1,100,000	1,092,900				'80-'81		2d Mortgage	4,000,000	7	March & Sept.	M 61	1879	
Loan \$400,000.	814,100	6			170-71		Ath Mortgage	6,000,000		April & Oct.	45 46	1883 1880	13
State [Tenn ]	372,000	6	111				5th Mortgage	926,500	7	June & Dec.	H	1888	
Mortgage	24,000						5th Mortgage  Buffalo Branch	186,400	7	Jan. & July.	London	1891	
larietta and Cincinnati.	2,368,886		Feb. & Aug.	Baltimore.	1891	92	New York and Harlem	3,875,520	***		London.	1875	
lat Mortgage Sterling	1,000,000		" a Aug	6	1891	-	let Mortgage	3,000,000	7	May & Nov.	New York.	1878	3.4
2d Mortgage		-	May & Nov.	of But had be	1888	11	1st Mortgage	1,000,000	7	Feb. & Aug.	-	1893	
Spioto & Rocking Val. R. mort.	800,000	1 7	1	Cale Mariana	1888		New York and New Haven:	980,300	1	Jan. & July.	SE Poke Press	1867	1
temphia Clarrear and Louis		400	THE RESERVE OF THE PARTY OF THE	And the second second second second	ASS 1977 1978	B-110	The same with the travell.	diam'r.	1	Ball Call a lambar	Commission CUMPS	1875	4
temphis, Clarkesy, and Louisy, State [Teru ] Loan	910,000	8.	-		-		Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	7010	10.0

### AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	ount	rest	Inte	rest,	1	·ď	Description,	-	rest	Inter			4
	Am	Interest	When payable,	Where payable.	Due.	Prior		Amo	Interes	When payable.	Where payable.	Due.	Prie
orth Carolina: Mortgage Loan	\$339,000		Mar, & Sept.	20.25 - 21	1867		Richmond and Danville:	200,000		A-11 A 00	Richmond.	275-276	
orth-Eastern (S. C.):	No. 100	2	Section 18				Mortgage (Coupon)	428.000	7	April & Oct. Feb. & Aug.	Kienmond.	1875	73
1st Mortgage	700,000 145,0°0		March & Sep.	Charleston.	1869 1868		Mortgage (Registered) Richmond and Petersburg:	504,000	7	*	01.15	1873	73
Pref. Stock (sec'd 2d mort, b'ds)	155,000	8	May & Nov.		1874		Mortgage honds	130,500		June & Dec.		1875	
orthern Central: Md. State Loan (irredeemable)	1,500,000	8	Ja Ap. Ju.Oc.	Baltimore.			Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	~
York and Cumberland 1st Mort. York and Cumberland 2d Mort.	175,000	6	May & Nov.	4	1870	99	1st Mortgage (S. F.)	\$30,000	7	June & Dec.	New York.	1891	
Y. and C. guar. by Balt. 3d Mort. Northern Central, 2d Mort.	25,000 500,000	6	4 . 4		1871	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	150
Northern Central, 2d Mort. North. Cen., 3d Mort. (\$2,500,000)	2,500,000 1,064,500			4	1885	864	11 2d Mortgage	937,500	7	4 4	4	1863 1863	56
orth Pennsylvania:	2,500,000			Philadelphia	11 -11		3d Mortgage			You & Tolk	Wass Wash	1875	111
Mortgage	360,000	10	April & Oct.	Philadelphia.	1875 1887	90 112	1st Mortgage	400,000 329,000		Jan. & July. Feb. & Aug.	SanFrancisco.		111
orthern (N. H.): Bonds due 1864 and 1874	145,400	8	April & Oct.	Boston,	1874	94	Sandusky, Dayton and Cincinnati:	981,000	7	Fob. & Aug.	040	1900	1
orwich and Worcester:	100					-	1st Mortgage 3d Mortgage	148,000	7	Bob, & Aug.		1875	-
Mass. State Loan Bonds for Dividend Scrip	185,000 59,000		Jan. & July.	Boston. New York.	1877	-	Six per cents Sand'sky, Mansfield and N'wark	73,912	6			1878	-
Guamboat Bonds	70.500	7	Feb & Aug.	4	63-70	-	1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	-
Beamtou Mississippi : lst Mortgage — Rastern Division lst Mortgage — Western 42 2d Mortgage — Western 4	2,050,000		Jan. & July.	New York.	1872	954	Seaboard and Roanoke:	210,000	7		111	1880	1_
1st Mortgage—Western	750,000			44 44	1872 1874		8d Mortgage Registered Convertible	71,000 128,808	3			1870 1873	-
range and Alexaddina.					7-3		Bouth Carolina:		137			1. 19	1-
1st Mortgage 2d Mortgage or 1st Extension	1,110,500			New York,	1866 1875		State Loan	187,000 284,500		Jan, & July.		1868	4 -
2d Extension			May & Nov.		1873	79	Domostic Ronds	64R 500	7	April & Oct.		. P. 69.	1
1st Mortgage	1.257,100	7	April & Oct.	Boston,	1889	100	Sterl. Skg t'd b'ds after Jan.1,'70 Do. do, do,	2,012,994	5	Jan. & July Jan. & July.	London, Charleston.	1886 1886	1-
swego and Syracuse:	5.3.0.0		197111				Southern Mississippi:	1. 1. 2. 1.		Balli to Gargi	Olian tonion		1
1st Mortgageacific (Mo,):	386,000		el l	Oswego.	70-80	-	1st Mortgage	500,000	-				1
Construction Main Line	1,500,000	7	Jan & July	New York.	'68-'70	944	1st Mortgage Steubenv and Ind. (P. C. and C.):	437,000			Macon.	76-8	
1st Mortgage Sterling	416,000	7		London,	1870		1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870	
1st Mortgage Sterling 2d Mortgage Sterling	346,000 1,150,000	7			1875 1872		Syracuse, Binghamton and N. Y.:	1,400,000	7	April & Oct	New York.	1876	1
enineula:	1000					-	1st Mortgage Coupon	1			1. 日子市	5.6.98	1
lat Mortgage	1,075,000	1	March & Sept.	New York,	1898	91	1st Mortgage (series A) (series B)	1,100,00		April & Oct	New York.	1894	
1st Mortgage	4,980,000			Philadelphia	1880 1875	100	2d " pref. (series C)	1,400,00		Feb. & Aug	4	1894	
2d Mortgage Sterling	2,283,840	8	4	London,	1876	98	" " Income (series E)	1,400,00	7	May & Nov	219	1894	2
State Works Bonds	6,700,000	6	Jan. & July.	Harrisburg.	1894	102	St. L., Jacksonv. and Chicago:	1,372,00		Annell & Oat	New York.	1904	4
Bangor City 1st Mortg. (Coupon)				Bosten.	74-77		St. Paul and Pacific 1st Division :				1 1 1 7 1 3	5.1	5
2d Mortgage (Coupon)etersb'g and Lynchb'g (S. Side):	300,000	6	Feb. & Aug.	Bangor,	1876	-	1st Mortgage (10 miles) 1st Mort. (70 m.) 2d mort. (10 m.)	120,00		March & Sept		1892	5
at Mortgage ('70-'75)	300,000 314,900			Petersburg.	70-77 62-77		1st Land Grant Mortgage	1,200,00		June & Dec		1892	
Special Mortgage (1865-'68)	175,000	6	6	"	'65-'6	8	Toledo, Peoria & Warsaw :	1,600,00	0 7	June & Dec	New York.	1894	
Last Mortgage (1863 to 1869) hila., Germant'n and Norrist'n :	42,000	8	46 46		'63~6		Toledo, Wabash and Western:  1st M. (Toledo and Illinois)	900,00			121 15	1890	3
Convertible Loan	292,500	6	Jan. & July.	Philadelphia,	1885		1st M. (L. E., Wab, and St. Louis, 2d M. (Toledo and Wabash)		0 7		4 - 4	1890	1
hiladelphia and Erie : 1st Mortgage (Sunb. and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	101	2d M. (Toledo and Wabash) 2d M. (Wabash and Western)	1,000,00		May & Nov		1878	2
1st Mortgage (general) 2d Mortgage	5,000,000	6		# #	1881 1885	914	Sinking Fund B'ds(T.W. & W.	269,00	0 7	April & Oct		1871	3
3d Mortgage	4,000,000			"	1901	80	Equipment bonds (T. & W.) Cousol. mort. (T., W. & W.)	1,880,00	0 7	May & Nov	New York.	1883	
hiladelphia and Reading: Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia	1880	3.4	Vermont Central: 1st Mortgage Coupon		1	Wan & Non	Poston	1861	1
" 1849, " " " 1861, "	2,556,600	6	April & Oct.	a madeiphia	1870	106	2d Mortgage Coupon	1,500,00			Boston,	1867	
" 1843, "	106,000 1,525,800	6			1871	98	Mortgage Bonds	924.90	5 6	Jan. & July	Boston,	1883	ensk-
u 1844, "	804,000	) 6			1880	92				1.			4
1849, "	67,000	0		u	1880	92	Mortgage (coupons)	. 206,50	9 0	Jan. & July	Richmond	1880 k 1872	3
1867, (convertible)	171,500 288,000	0 6		- 66	1886	93	Mortgage, (coupons) State Loan 1859-'60	983,00	0 6		New York	r. 1884	
hila., Wilmington and Baltimore:		1		- 1.7	-	1	Coupon bonds of 1865	58,00	8		Richmond	1876	-
Mortgage Loan ittsburg and Connellsville .	411,000	9	Jan. & July.	Philadelphia	1884	97	Funding Interest bonds Dividend bonds	186,08	8 8			65-17	
1st Mortgage (Turtle Cr. Div.) - ittsb'g, Ft. Wayne and Chicago: 1st Mortgage (series A)	400,000	0	Feb. & Aug.	New York,	1880	74	Virginia and Tennessee:	2.53		3		1	5
1st Mortgage (series A)	875,000		Jan. & July.	New York,	1912	104	1st Mortgage	494,00 23,50	0 6	Jan. & July	New York,	1872 1878	
u (series B)	875,000 875,000	7	Feb. & Aug.		1912		3d or Income Mortgage	314.50	0 6	4 4	16 16	1965	
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u (series E)	875,000 875,000	1 7	May & Nov.		1912	4	1st Mortgage	660,00	0 7	Feb. & Aug	. New York.	1875	1
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(series K)	860,000	7	April & Oct.		1912	-	Western (Mass.):	-	1		A NEW YORK	5. 6	34
" (series M)	860,000 860,000	7	1		1912 1912	61	Sterling (£899,900) Dollar Bonds	4,819,52 936,50		April & Oct	London, Boston,	1875	
Bridge Bonds	2,000,000		April.	4 11	1912	93	West Jersey:			W		1	
ittsburg and Stanbenville	158,000	10		The state of the s	1876		1st Mortgage	238,00 780,00		The second secon	Camden, Philadelphia	1883	10
1st Mortgageotsdam and Wateriown:	1,000,000	7	Feb. & Aug.	New York.	1881	75	Western Maryland:	196,00		11.1	181	200	53
niney and Tolado:	521,50	2	June & Dec	New York,	64-74	-	1st Mortgage guaranteed	200,00		Jan. & July	Baitimore,	1890	1
lst Mortgage	500,000	7	May & Nov.	New York	1-90	80	Western Pacific:	100	1	June & De	N.Y. & Lond	J. 5.5.55	1
Connon	/ 58 ml ca :	1	- May	TOTAL TOTAL	TIES!	60	Western Union : 1st mort.	3,165,40	0 1	Feb. & Aug		1896	1
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ist Mortgage	1,000,00		Mar. & Sept	New York	1289	-	1 2d Mortgage	900.00	0 3	May & Nov	46 66	1873	1
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Value of Shares. 2 35 38 445 | 0 - 65, 982 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 Dividends 0 0 10 10 10 10 22,121 54,000 87,743 85,144 Net 28,185,470 87,522,492 4,451,974 2,268,148 Earnings. 1,080,749 27,762 10,096,7064 140,347 183,305 000k Coal Co. 106,510,449 6,029,2 861,054 89,9 861,054 89,8 2,532,337 368,5 12,652,337 368,5 11,628,014 1,608,1 11,628,014 1,608,1 2,024,810 1,068,1 2,024,810 1,068,1 2,1,976,025 1,942,5 Gross Tons. 127,192 to Dela, L. and W.)
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# RAILROAD SHARE LIST, including, Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroads are distinguished by a "f." and running dots (.....) signify "not ascertained."

Land Grant Railroads are printed in "Railroads are distinguished by a "f."

(A)		NAME OF TAXABLE PARTY.	AMERICAN RAILROAD JOURNAL.
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ngs.	4	Net.	28.34
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	and	Rolling Stock.	861,772 3,407,489 3,407,489 80,276 1,007,980 * * * * * * * * * * * * * * * * * * *
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# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c. As asserted (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is principle as principle are distinguished by a "F." and running dots (....) signify "not ascertained." Base-aid Railroads are distinguished by a "F."

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# CITY PASSENGER RAILROAD SHARE AND BOND LISTS. PASSENGER RAILROAD SHARE LIST PASSENGER RAILROAD SHARE LIST

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Nov. '67	3.53 6,84			No 38	-	Massachutrits. Boston and Chelses	110,000 402,468		*	\$	8,800		P 6.	****	37	Brooklyn and Roskaway	35,000	O Asset	restrong	2000	-
lov.'67 lov.'67 lov.'67	28.31		265	-		Broadway, Boston Cambridge Lowell (Horse) Lynn and Boston Malden and Melrose	877,894 66,908	325,000 727,800 55,830	150,00	64,336 94 1,686		5,58	- 9.0		581 991	Brooklyn Centr. & Jamaica 1st Mortgage	498,000	7 J.	& D.	1870	
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ov.'6'	1.2	1	791 - 254 - 23	166		Metropolitan (Boston) Middlesex (Boston) Northampton & Williamsh	499,685	400,000	41.58	79,694 2,816	786,709 188,085	129,68 10,08 1,12	7	-	68			12/186	CONTRACT	1884	-
OV.'6'	2,13 6.4	5 _	- 60	9	=	Northampton & Williamsb. North Woburn street Quincy	27,242 136,840	17,800		13,500	368	loss.	-		-	Central Park, East & North River:	150,000	o J.	& J.	1983	1
ov.'6' lov.'6'	8.7	1	- 50	-	-	Quincy Salem and South Danvers Somerville	75,000	75,000	32,40		36,687 4,500	1088, 4,50			39	1st MortgageCitizens' Pittsburg	- 550,000	- 13	917 (54)	1874	I
ov.'6' ov.'6' lov.'6	6.8		15	-	-	Stoneham street (Boston) Suburban Union (Transportation)	95,000	5,000	(Ine	in Mal	8,589	rose.			- 85	Coney Island and Brookly	56,300	au 5	dis la por	1870	100
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an, '6	4 3.		0 4	5	-	CONNECTIOUT. Fairhaven and Westville	100,000	100,000			E Dod	Por	- 8			Derchester: Real Estate Mortgage	distance), a	or to	IN. In	2.2.0	
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( let	187126	WO 5		72	40	o Frankford & Southw'k(P)	786 4	01 401 6	50 200, 45 850,	000	64 15,7 - 295,1 00 284,5	12 56, 74 83	996	8 2	50 8 50 2	1st Mortgage	35,00	0 7	J. & J	1. 187	1
Oct.	67 34 67 4	5.40 - 1.84 -	- 1	20	22	Girard College (Phila.) 8 Green & Coates st. Phila.)	234.4	63 150.0	00 100.	000	— 112,2 — 170,4	15,	978	124 4	50 2	1 1st Mortgage 2 Pittsburg & Birmingham 2 1st Mortgage 2 Pittsburg & Kast Liberty 2 1st Mortgage	10,60	0 7	J. & J	J. 187	
Oct. Oct.	67	2.00 - 5.20 -	-			1 Harrisburg City	1.) 162,	67 90,0		200 7,1	000 66 5	77 loss 29 13,	046 -		40 1	1st Mortgage	87,00	1	J. &	Litter	1
Oct.	67	3.00		82 9	8	1 Peoples, Luzerne County	34,8				80 49,9 4,6 011 226,0	00 2,	382 -	-10	00	Quincy . Plain bonds Richmond and Schuylkill Ist Mortgage	68,40	1	M. & f	0 1821	
Oct.	67	5.61 3.50		50	10 19	Oakland (Pittsburg & E.) Peoples, Luzerne County Philadelphia City (C. & V 4 Philadelphia and Darby, 7 Philadelphia & Gray's Fer Pittsb, Allegheny & Mano	250,0 ry 286,5	19 160,0 83 285,3	00 89	000	98,8	71 9.	452	121	20 1 50 2	2 Rochester City & Bright 1st Mortgage Second Avenue:	on 100,00		J. & .	1 200	A
Oot, Oot	67	9.75 9.90						95 110,0 96 76.0	00 35 00 10	000 10	016 188,5 000 74,8	62 91	495	10 11	50	Second Avenue:  1st Mortgage.  Second and Third Street	520,00	1	J. 4 1	17,08%	3
Oct.	'67 '67 1	8.96 9.50	-	189	72	Ridge Avenue & Manyur Schuylkill River (Phila.). 4 Second & Third st. (Phila	47. 47. 3- 487.	35 120,0 68 50,0 36 389		200 68	40,7	_	725	2	50	Second and Third Street	100,00	00 7	J. & .	J. 186	61
Oct.	67 57 67 67 67 67 67 67 67 67 67 67 67 67 67	5.62 7.00		160	13	4 Second & Third st. (Phila.) 9 10th & 11th st. (Citizens') 4 18th & 15th st. (Phila.) 18 Union (Philadelphia) West Philadelphia Wilkesbarre and Kingsto Wilkesbarre and Kingsto	114, 176,	368 130, 49 192,	000	56,	131.3	27 11 28 22	284	44	50 1	2d Mortgage 34 Third Avenue.	-1,000.00	1	J. & .	1200	3
L Oct.	67 2	5.00	250	145 529	28 70	4 18th & 15th st. (Phila.)	nn	er tain 27 400,	000 300		208,6	48 49	648	42	50	Real Retate bonds	200		eW et	J. 187	A. Carrie
l Oct	'67 '67	4.18	02	341 18 10	4	1 Wilkesbarre and Kingsto Williamsport	179, n - 70,	285 49,	900 100 800 —	8,	281,0 500 12,1	58 50	423 -	10		Real Estate Mortgage . Ution and Waterville :	278 000	1003	J. & 1	D. 187	1
	'62 2	-		840	50	Baltimore City	700			11.50 725	127 8,1 549 239,1	Salasin.	,319 -	Pie, s lad has	1 2 30	Van Brunt, at & Eric Basi	n:_ 12.0	146	d anore	tr I b	-
l Dec	162	5.00	(9.	-		Cincinnati Street	1 111	913 150,	000	9	Jid W. h	alne	8.10	-(7 p	1 .64	West Hoboken & Hobol lst Mortgage	en: 12,00	-	J. & . M & l	187	
1 Dec	162	8.81	no.	-		City (Oinc.) Passenger Passenger (Cinc.)	111		000		217 /15/3	40 10 00	99 pl 0	100	1 (2)	1st Mortgage	G65 987	D G	tu'd'a	J \ 100	12

Attended to the state of the st	1	Di	v'd	8
ACKON GARREDAN	Amount	-	7-	42
RATLROADS,	of shares	6	=	100
The Continue of the State of th	out	Rat	Paid	Br
19年1日	standing.	×	A	Z.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000			
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.) -	1,340,400	6	8	70
Buffalo, N. Y. & Erre, (guarantied)	875,000	7	1. 1	100
Jamden & Atlantic (preferred)	620,800 1,160,000	7		1 21
Datawissa (preferred)	380,000		14	138
Dayuga & Susquehanna (guarant.)	843,500			1-
Dheshire (preferred)	2.017.825	7		69
Unicago & Alton (preferred)	2,425,400 14,789,125 177,750	7	7	145
Jhioago & Northwestern (pref.)	14,789,125	7	7	85
Jochecho (preferred)	177,750	8	-	
It. & Passumpsic Rivers, (pref.)	1,070,000	10	10	91
Sumberland Valley (1st preferred) -	241,900	8	8	
(2d preferred)	243,000	8	8	***
Detroit & Milwaukee (preferred)	1,500,000	7	01	
Dubuque & Sioux City (preferred) - Cimira, Jeff. & Canandaigua (guar.) -	1,988,171 500,000		34	74
Simira & Williamsport (preferred)	600,000	7	7	40
rie (preferred)	8,536,910	7	7	70
lannibal & St. Joseph (preferred)	8,536,910 5,253,856 1,182,100 1,180,000	7	-	91
lie (preferred) Innnibal & St. Joseph (preferred) Iarrisburg & Lancaster (guar.)	1,182,100	7	7	
ronnamme (breignien)	1,180,000	8	8	72
ndianapolis & Madison (pref.)	407,900 372,000	8	8	-
cennebee & Portland (preferred)	372,000	6		
ackawanna & Bloomsburg (pref.)	500,000	7	0	
Iarietta & Cincinnati (1st pref.) (2d pref.)	6,556,135	7	3	28
fichigan S. & N. Indiana (guar.)	586,800		10	10
iil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107
" " (2d pref.)	841,400	7	7	99
lilwaukee & St. Paul (preferred) .	7,370,900	7	-	85
ow Haven & Northampton (gnar.)	1,010,000		4	-
ew York & Harlem (preferred) lagara Br. & Canandalgua (guar.) aterson & Hudson (guarantied)	1,500,000	8	-	124
iagara Br. & Canandaigua (guar.)	1,000,000	6	6	****
aterson & Hudson (guarantied)	630,000	-	8	
aterson & Ramano (guarantied)	248,000		54	-
eoria & Bureau Valley (guar.) hiladelphia & Reading (pref.)	1,200,000 1,551,800	7	7	
hiladelphia & Trenton (guar)	1,000,000		10	
ittafield & North Adams (guar.)	450,000	6	6	94
ort, Baco & Portsmouth (guar.)	1,500,000		6	
utland & Burlington (preferred) -	382,700	8		
" (preferred) -	882,700 606,176	6	-	-
L. Alton & Terre Haute (pref.)	1,700,000	7	7 (	67
oledo, Wabash & Western (pref.).	1,000,000	7	7	78
L. Alton & Terre Haute (pref.) - oledo, Wabash & Western (pref.) oledo, Peoria & Warsaw (lst pref.) " (2d pref.)	1,661,816 908,400	7	-	
roy & Greenbush (guarantied)	274,400	7		45
ermont & Canada, (guarantied)	1,600,000	6	8	100
arren (guarantied)	1,408,300	7	7	1024
hite Mountains (guarantied)	200,000	5	5	
rightsv., Y. & Gettysburg	317,050	2	2	
HOUSE THE PARTY OF	1		1	10
			_	
QANAL AND NAVIGATIO	ON BOND	8.		

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:	\$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:	0				-
Maryland Loan, dollar			Qrtrly.	1870	
a sterling				1890	
Preferred bonds	1,700,000	0		18	80
Delaware Division:	900,000		J. & J.	1878	82
Delaware & Hudson:	000,000	10	U. W. U.	7010	02
Mortgage	641,000	6	M. & B.	1870	110
Delaware & Raritan:	and the same	1	100	2010	
See Camden & Amb. RR.					-
Brie and Penn.		-		4440	1 .
Bonds	678,799	7		1865	
Interest Certificates	161,960	6		1868	****
Lehigh Navigation:	414,158	6	Qrtrly.	1870	
Bix per cent. Loan	5,434,851			1884	821
Monongahela Navigation.	-12021002		1.73	2002	
1st Mortgage	125,000	6	J. & J.	1863	-
2d Mortgage	57,000	6	4 4	1865	-
Morris:			17000	The same	1
let Mortgage	465,500		A. & O.	1876	97
2d Mortgage	816,750				83
Boat Loan	267,010	6	****		80
lat Mortgage	690,000	6	M. & N.	1876	65
Behuylkill Navigation:	550,000		M. W. M.	1010	00
1st Mortgage	1,764,550	6	M. & B.	1872	854
2d Mortgage	8,980,670		J. & J.	1882	694
Improvement	1,601,670	6	M. & N.	1876	80
Busqueh's & Tide Water:					mole
Maryland Sterling Loan	816,000		J. & J.	1866	-
Md. stg. loan converted	200,376	6	66 66	1865	60
Mortgage bonds Preferred Interest b'ds.	227,560		4 4	1848	
Union (Pa.)	2000		2.08,195,26	4010	-
1st Mortgage	8,000,000		MAN.	1883	12
West Branch & Susqu'a:	11.05		Li transaction	M670 F100	2 20
lat Mostgage, a'k'g fund	450,600		J. & J.	1878	60
Eyoming Valley.	MODELL	-	- 3	THE TOP	6.295
· · · · · · · ·	000,000	0	J. & I.	1878	12

DESCRIPTION OF THE PARTY.	Bar.	SAME DESCRIPTION OF THE PERSON	300 (0.87 8)	AT MALL COMP	C ACLS IN 125
CANAL	AND	NAVIG	ATION	STOCKS	

COMPANIES,	Par of Shares.	Amount of Btock.	Dividends.	N M
CANAL AND NAVIGATION STOCKS :			p.c.	
Chesapeake and Delaware	100	1,343,563	-	38
Chesapeake and Ohio	100	8,226,595	-	17000
Delaware Division	100	1,633,350	-	49
Delaware and Hudson	100	10,000,000	10	129
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000	-	
Illinois and Michigan				200
Lehigh Navigation	50	6,968,146	10	211
Monongahela Navigation	50	726,800	8	
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	70
North Branch	100		-	-
Sault Ste Marie	100			-
Schuylkill Navigation (consolid.) -	50	1,908,207	-	10
" (preferred).		2,888,988	-	19
Susquehanna and Tide Water	50	2,048,260	-	14
Union				
Union (preferred)	50	2,787,000	-	1
West Branch and Susquehapna	10C	1,100,000	6	30
Wyoming Valley	60	750,000	16	82

### Wholesale Price Current.

Wholesale Price Current.
The ton in all cases is to be 2240 lbs.  IRON—DUTY: Bars, 1 to 14 cents per lb.; Railroad, 7 cents per 100 lb.; Boiler and Plate, 14 cents per lb.
cents per 100 lb.; Boiler and Plate, it cents per lb. Sheet, Band, Hoop and Scroll, it to it cents per lb. Pig, 99 per ton; Polished Sheet, 3 cents por lb. Pig, Scotch, No. 1
Pig. American, No. 1
Pig, American, No. 2
Har, Swedes, assorted sizes (gold) 87 50 @ 90 -
Bar, Swedes, ordinary sizes
Bar, English and American, Refined — — @100 —
Bar, English and American, Common — @ 90 — Seroll
Ovals and Half-round 125 - @155 -
Band
Rods, & @ 3-16 inch
Hoop185 - @190 -
Nail Rod
Sheet, Single, D. and T. Common
Rails, American (at works) 80 - @ 81 -
STEELDuty: Bars and Ingots, valued at 7 cents per
Ib. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 24 cents per lb. and 10 per cent, ad val. (Store prices.)
English Cast_(2d and 1st qlty.)_per lb. $-18 @ -23$
English Spring.(2d and 1st qlty.) 10 @ - 124 English Blister.(2d and 1st qlty.) 114@ - 20
English Machinery 184@ - 18
English German. (2d and 1st qity.) 14 @ - 16 American Blister, "Black Diamond" 101@ - 16
American, Cast, Tool, do19 @

American, Cast, Tool,	do,		- 19	@ -	-
American, Spring,	do.		- 10		
American Machinery,	do.	****		@ -	13
American German	do.		- 10		
OOPPER.—Dury: Pig 2 cents per lb.; Man Sheathing Copper and long and 14 inches wid foot, 3 cents per lb.	v facture Yellow	d, 35 per Metal, in i ing 14 @	cent. Sheets, 84 oz. p	ad v	al.
Sheathing, New		per lb.			
Bolts					
Braziers'					
Sheathing, &c., Old			- 18	@ -	20
Sheathing, Yellow Meta	Al		- 26	@ -	_
Bolts, Yellow Metal				@ -	26

	Bheathing, Yellow Metal 26 @ — Bolts, Yellow Metal 28 @ — 26 @ — 27 @ 26 @ — 28 @ — 28 @ — 28 @ — 28 @ — 28 @ — 28
	LEAD.—Dury: Pig, \$2 per 166 lb.; old Lead, 14 cent per lb.; Pipe and Sheet, 24 cents per lb. Galens
	Spanish
	English
	TIN.—Dury: Pig, Bars and Block, 15 per cent, ad val. Plate and Sheets and Terne Plates, 25 per cent, ad val.
	Banea
ì	Plates I ((Chargon), plox 8 871@ 8 50 12 50 @ 12 75
	Plates, I.O. Ooke
4	PETROLEUM-Dury: Orude. 20 cents; Refined 4

и	cents per gallon,						
ij	Crude, 40 @ 47 gravity (in bulk).per gall, Crude, 40 @ 47 gravity (in shipping order)	-	144	@	-	144	
	Crude, 40 @ 47 gravity (in shipping order)	-	-	ē	-	10	
ą	Refined, free, & W.	-	-	0	-	-	ł
4	Refined, free, & W			_			
3	@ 115 test)	-	31	0	-	30	l
J	Refined, in bond, Standard White	-	314	@.	-	-	
ì	Refined, in bond, prime White	-	30	0	-	304	d
	Nantha, Refined, (60 @ 63 gravity)	-	151	<b>@</b>	-	175	J
	Residnum per bbl.	-	-	0	3	80	
				-			

# Actual Sale Prices for the week ending Sept.

=	Actua	l Sale 1	Prices for	the u	oeek e	nding	Sept.	2.
	Atlantic	M 8 9	Co	.Z/.F.	28,Sat.:	29. M. 8	LTu.1.	W.2
•	Californi	artford	& Erie	124		****	224	****
4	Central o	0 f N. Je	rsey45	119			46	****
	Ohiengo				. 144	143	120	120
	- 44	u l	ref.	-				****
		" In	e.bada	-				****
		Burl. &	Q173	-	112			
i	Chi. & Gt		n 1st m 78	2		4	****	****
	4	" pr	of 83	82	83	83	84	84
	11	** 20	N					****
	- 44	" Co	nsol 97			90	901	-
		K Kock	Isl100		1014	102		102
ı	Chi., R. I.	& Pa. 7s	1896. 95 urg 86	94			95	95
	Olev.and	Pittab	urg 86	81	81	82	87	814
	68		3 M			****		****
	66	16	e M					****
1	Olev. and	Toledo	7 p.e.	101		101	102	102
I	Clev., Pair Cumberia	108V. &	Ash	971		98	98‡	****
I	Dei. & Hi	idson O	anal 1254	126	127	29	294 130	130
I	Del., Lac	1M.8p.c	.'71-5 .'81	118	118	****	118	119
ı					461	46	478	****
ı	" pref.	7 n e '6	704	70		40	478	45]
ı	" 2 M.	7 p.c. '7	9		104		****	****
ı	pref. ii pref. iii M. iii 2 M. iii 3 M. iii 4 M. iii 5 M. Great Wei	7 D.c. '80	) 98	987 914				****
1	Great Wes	7 p.e.'8	mort. 764	89		774	778	774
	Hudson R	1M.7p.	c.'69.	100	140	140	140	1394
ı	644		F				****	****
ı	Ilinois Ce	meral		****	****	****	****	****
1	Marietta &	Cin. 1s	pref					****
	Mariposa i	Mining	00	****				****
ı	Kichigan	" prei		1184		7		
ľ	44	BF.Spc.	82	1101			****	
,	M. B. and	N. I.	.e.'69 84	844	851	85	85	851
	4.6	. 21	M		100%			
	dil, and P	. au Ch	pref				-4	
	66	" 2d	pref				****	****
1	filw. and	It Paul.	764	76	041	76	774	781
		" let n	ort. 87	824 924	844 924	83# 92	844	847
1	dissouri 6	B		924	89 92	924	921	924
	" iss.to	H.&St Pacific	J.R. 924	92	92	92		****
	dorris and	Essex.	mort.100}	101	4888		64	65
	II Common E	"2d n	nort	101		884		101
0	I. Jersey E lew York	Centra	126	124%	126	1257	126	1251
		75.con	7.76		****	****		
	4	6s, S.F	. '83	****			****	
6	. York &	Harien	0				****	
K	Y. and I	1M.7p.	6,173				****	
D	i. Carolina	68 PX-C	oup. 72	73	71	704	714	140 724
0	hio & Mis	8	711 281	714	29	70 281	71 29	711
	44 44	lat n	78			954		
м	acific Mai	18.8.0	103	1014	1014			102
P	hila, and	Reading	99	91 108	904	91		914
•	itta, Pt.W.	4	1M	700	108	1064	1084	107#
		**	3M					
9	uicksilver t. I., Alton	Mining & T. H.	Co 20	21	214	244		
	4	41 1 12	Fire and					
		4 1M.	ds.					821
T	ennessee			641	82	651	644	66
T	ol. Wab.	new	ern. 634	63	634	68	641	68
Ĩ		" Prof.	ax all a	78			16.00	
		" 2M.	84			82	_	84
	irginia 6s,	ex-coup	on. 534	531		11100	534	501
		10W		53	-	534	-	524

### New York Stock Exchange. Actual Sale Prices for the week ending Sept. 2. Th.21, F.28 Sat.29 M.31.Tu.f. W.2 FEDERAL STOCKS:-1054 104 113 1134 1141 1091 1004 111# 1111 1084 108 1081 1094 U.S. 6s, Pac. R.R. issue Philadelphia Stock Exchange Actual Sale Prices for the week ending Sept. 1. W.26, Th 27, F.28, Sat, 29, M.31, Tu,1 w.2 u preferred 33; Oamden & Amboy 129 u 68,705 u 68,775 u 68,782 129 129 129 " 68, 75.... " 68, 83... 881 " 68, 89..... mort. 68, 89..... 884 961 96 963 30 Elmira & W'msport pref..... 76 ---Lehigh Navigation 218 68, '84... 824 a Gold L... a R.R. L. 85 Lehigh Valley R. R... 542 20 211 211 82 824 84 84 55 871 541 55 54] Little Schuylkill R. R. 45 45 Minehill 67 56 574 .... --------------------90 68..... 78..... 108..... 44 631 531 684 53 534 104 1064 108 1024 1024 1024 Philadelphia City, 6s ..... 102 108 103 1034 103 Philad Germ. & Nor .. 704 454 458 457 45% 454 Phila. & Reading ...... 454 Philadelphia & Erie ... 251 --------Sehuyikill Navigation ... " prof. 19} " 68 182 --" 68 776 --" 68 772 ---195 70 --------Susq. Canal 66 '78 14 -

i

24

### Baltimore Stock Exchange.

10 ----

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49

62

15

Union Canal, pref. .....

Hestonville, (Hestonville, (Hestonville, Chestonville, Che

Wyoming Valley Canal....

" bonds.....
Hestonville, (Horse)....

Actual Sale Prices for the week ending Sept. 1.

	6.Th 27	. F.28.	Sat. 29	M 31.	ru.1
Baltimore City 6s, 1875	98	981	****		944
4 4 1886 4 1890, 974		91	****	****	971
" " 1893		-			
Balt, and Ohio b'ds '75			-	****	123
u u 180			-	-	
Marietta & Cin. 1st m., 92	92	92	984		92
# 4 2d m	763		-	761	77
Northern Central	-	NO.	47	-	854
N. W. Va. 1st mort.		-	7		
" 2d mort	100	( anis	-	21	
Qity Passenger R. R.	30.70	25500	T	de la	017/7

### Boston Stock Exchange.

Actual Sale Prices for t	he we	tek en	ding	Sept.	2.
Tb.27	F.28.	<b>Bat 29</b>	M.31	Tu.1.	W 2
Boston and Albany		1461	1464	1461	146
Boston and Lowell	1				
Boston and Maine			136		137
Boston and Providence	-	1			
Boston, Hartford & Erie 214	221	23	225	22	21
Cheshire, pref 69	****	69			69
Concord		0275	1100	-	
Connecticut River					
Rastern	121	121	121		120
Fitchburg182		132		-	
Manchester & Lawr'ce					
Michigan Central		1	-	119	118
Northern, N. H.		1169			116
Ogdens, & Lake Champ 71	****	71	71	714	71
Old Colony & Newport. 993	993		991	991	99
Ph., Wil, & Baltimore		*****		651	
Portl'd, Saco & Ports			103	-	
Vermont & Canada		1004	101		101
Vermont & Mass.	59	60	60		
Broadway (Horse)					
Cambridge "	100	997		-	99
Metropolitan "		654			64
Middlesex 6					-
Central Mining Co.					
Copper Falls	194				
Franklin "					
Huron "					
Isle Royale "					
National "					
Minnesota "					-
Pewabio "			74		7
Pittsburg "					
Onland			201		

### London Stock Exchange.

The following were the closing prices for American Securities Aug. 14 and 21:

can becarre	w mee.	A				4.5	411		
							Pric		
OF THE PERSON !				At	ıg'	14.			71.
United States,	5-20s, 6 pe	r cent	1882_	71	@	714	71	@	714
Do.	do. 6	do.	1884.	69	a	71	69	@	71
	do, 6	do.	1885.	70	æ	704	70	0	70
Do	do. 6	do.	1868_	87	æ	89	87	a	89
Virginia State							52	æ	56
Do.	6 per cen	t		82	a	55	33	a	35
Atl. & Gt. We					-	1773	CALL.	_	777
mort, 1880,	ner cent			65	@	70	65	@	70
Do. do., 2d	mort 188	1		60	6	65			65
Do. Penn., 1									70
Do. do., 2d									65
Do., consolid	mort bo	nda 1	200	28	a				38
Detroit and M	il lat more	7.7	0 1864	FR	ě	62			62
Erie shares, \$1	in tel moi	d' P	0, 1004	25	0				81
Do., sterly.	too (an pan	bone	la ·	79	6	75			73
Illinois Centre									95
D- Alco abo	n, o p. o., 1	145		00	6	03			914
Do., \$100 sha	res (an pa	iu)		70	0	80			80
Do., 7 p. c., 1	D D	- d- P		10	0				71
Marietta & Cin							105		
Panama R. R.	2d mort.,	1002,	p. 0	05	(4)	CT			97
Penn, R.R. bor	nas, za mo	rt, coi	r o b c	. 90	(III)	21	90	CO.	01

### American Railroad Journal.

Saturday, September 5, 1868.

### Stock Exchange and Money Market.

The Money Market has been working in favor of borrowers, since our last. The offerings of capital have been on the increase, and lenders have been more eager to place balances in a temporary form, even at the low rates, now current in the street. The West has ceased, at least, for the present, to draw on this point for currency, to any considerable extent, and no further important remittances to the interior are likely to be made before the middle or close of the month. The demand for and from speculative sources has been moderate, and has been freely met at from 3@5, generally at 3@4 per cent. per annum. There has been comparatively little activity in the discount line. The available supply of prime short date business paper has been quite moderate, while the inquiry for it has been light at from 6@ 7 per cent, per annum. The U. S. Sub-Treasury augmented its cash reserve over 61/4 millions, during the week. The city banks, on the other hand, reported a decrease of \$6,100,759 in deposits, \$2,-819,573 in the specie hoard, and \$2,000,269 in the

nearly 81/2 millions, and their circulation \$25,488. The banks now owe on account of deposit, and circulation \$244,446,785, while they hold of gold and legal tender notes, the sum of \$84,706,484, or about 2316 millions more than the amount required by law to be kept in reserve, to meet anticinated claims.

The specie reserve of the city banks is now \$16, 949,108, against \$7,271,595 same time last year. The city bank deposits are new \$210.334.646. against \$190,832,315 week ending Aug. 31, 1867. The legal tender reserve amounts to \$67,757,376. against \$67,982,571 same time last year. The circulation now stands at \$34,112,139, against \$23, 715,128 same time last year. The loans are now \$271,780,726, against \$247,877,662 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$80,130,844 a day, against a daily average of \$101,718,092 the preceding week, and \$80,422,325 the week ending with Aug. 15, 1868. The current week's exchanges average about \$78,000,000 a day. The city banks. last week, lost \$2,819,573 of specie, \$2,000,269 of legal tender, and \$6,100,759 of deposits. They reduced their loans, \$3,465,055; and their circulation, \$25,488.

The New York Gold Exchange Bank reports for the week ending Saturday, the 29th day of Aug., 1868, the average amount of loans and discounts as \$1,145,504; average amount of specie, \$594,893; average amount of deposits, \$1,177,547.

The Philadelphia Bank movement the past week shows an increase in loans of \$103,750: a decrease of \$2,918 in specie; a decrease in legal tenders of \$197,370; a decrease of \$474,870 in deposits; and a decrease of \$779 in circulation. The Bank Clearings show a decrease of \$1,355,402, and the balances, an increase of \$491. 581.

The outstanding amount of coin certificates on the 1st of Aug., was \$22,414,000, against \$20,298,-180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$407,000, and retired \$2,911,881 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached \$9,075,920,

The U. S. Sub-Treasury receipts, week ending with Aug. 29, were \$14,009,491, including \$3,089,-881 from customs duties; payments, \$7,722,382, including \$165,000 of coin interest; balance at the close of the week, \$92,163,852, against \$85,876,692, at the close of the preceding week, showing an increase of \$6,287,159. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday. \$1,350,944 including \$533,000 from customs; and payments, \$5,959,342; on Tuesday, receipts, \$1,467,580 including \$533,854 from customs, and payments, \$1,094,253. The balance at the close of business on Tuesday stood at \$87,298,778, against \$90,416,660, a week previous; and \$88,-693,437, on Aug. 19, 1868. The aggregate receipts of the office from all sources in August, were \$81,253,235; aggregate payments, \$73,830,968. The balance on the 1st inst., was about 71/2 millions more than on the 1st ult., which amounted to \$80.183.186.

National Bank notes to the amount of \$83,600 were issued last week by the Treasury Departlegal tender reserve. They reduced their loans ment, making the total issue to 1,678 banks thus far, amount to \$309,465,606, against \$282,- total, since Jan. 1, 1868, \$64,379,144, against \$39,-555,440 at the close of the fiscal year ending 975,963 same time in 1867. Government disbursed June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$9,567,036, leaving, with the existing 1,639 banks, (having an aggregate capital \$40,558,765. The specie exports from San Franof \$419,806,511,) an actual circulation at this date, cisco, from Jan. 1, to Aug. 13, 1868, were \$25,of \$299,898,570. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,823,-800: and for the public deposits, \$38,052,350making a total of \$379,875,650. The Treasury Department last week redeemed and destroyed \$500,500 of worn and mutilated fractional currency, and issued \$411,591 of new. The outstanding amount of fractional currency on the 1st of August was \$31.867.818, against \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the lat of April, 1868.

Government revenues have been fairly productive, through the past week, in both forms of excises and customs. The excises, last week, yielded some 41/2 millions; customs at the port of New York, \$3,039,881, and at the outports about \$1,-000,000 (in coin) more, making the grand total income for the week equal to about \$10,358,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$34,000,000.

Gold has been much less freely dealt in, and there has been less buoyancy in the speculation. The demand from importers for custom house purposes has been the main regular call for coin. The export inquiry has been quite limited, and there has been very little doing on speculative account. The extremes of the week have been 143% 014514, and the latest quotations were 1443/@1443/4. Government withdrew over three millions of coin and coin certificates, from the open market, in the form of customs. It disdisbursed only \$165,000 of coin interest. During the current week it has been paying the September interest on the 10-40 loan, amounting to near five million dollars. The specie exports, last week, were only \$492,034, thus far, this week, \$350,000. The California steamer delivered here on Saturday \$502,376 in gold. On Tuesday the 1st inst., the Government Office disbursed about 11/4 millions of coin interest.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,999,338, against \$2,149,809 same time last year. The customs demand for Gold last week, averaged \$506,647 a day; thus far, this week, it has been equal to \$583,-000 a day, or equal to a weekly aggregate of \$3,198,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$48,324 and from California, \$502,376. The fotal customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$77,971,966, against \$88,054,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$28,862,-424, against \$19,989,520, in 1867, showing an increase thus far in 1868, of \$8,862,904. The exports of specie, from this port, last week, were \$492,-

last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$165,000; since Jan. 1, 1868, \$60,130,581, against 762,879, against \$26,458,350 same time last year. Government received \$5,173,736 from customs at the port of San Francisco, from Jan. 1, to Aug. 13, against \$4,612,598 same time in the preceding

Foreign exchange has been in fair supply and light demand at less firm prices. Bankers' prime sixty day bills on London closed on Wednesday at 1087/8@1091/8, and on Paris to 5.221/2c.@5. 17%; sight bills on London to 1091/@1091/6. and on Paris to 5.16 4c.@5.15. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,827,891, against \$2,558,807 same week last year; total, since Jan. 1, 1868, \$111,458,100, against \$124,978,988 in 1867.

Government securities have been fairly active throughout the week, and were particularly so on the closing day, at generally well supported prices. On Tuesday there were few orders of any considerable magnitude executed, and under a temporary pressure to realize, partly on short account, the market yielded a fraction. The following day's transactions were on an extensive scale, particularly in the later issues of the Five-twenties leading to a fresh advance of 1/4@1/2 per cent from the lowest figures of the week. Washington advices intimate that the public debt exhibit, for September 1, will show an increase of about five or six millions in the aggregate of the National obligations.

U. S. sixes of 1881 closed here on Wednesday at 1141/4@1143%; U. S. Five-twenties of 1862, 114@1141/4; U. S. Five-twenties of 1864 at 1091/2 @1093/4; U. S. Five-twenties of 1865 at 1115/8@ 11134; U. S. Five-twenties of 1865, consolidated, of the year, compare as follows: 1081/2 @1085/8; U. S. Five-twenties of 1867, 1081/8 @10814; U. S. Five-twenties of 1868, 10838@ 1085; U.S. Ten-forties at 1051/4@1053/2 ex Sept. interest; U. S. Six per cent. currency bonds, 100 Since January 1......\$124,978,938 \$111,458,100 @101. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of 1/8@1/4 of I per cent. on these figures:

September, 1865...11834 | October, 1865 .... 11814

The latest quotations at the London Stock Ex-

change compare as i	ollows wit	n former r	eturns:
A James and an amount	Aug. 19.	Aug. 26,	Sept. 2
Consols	9416	941/4	94
U.S. 5-20's of 1862	715%	7134	715/8
Erie		32	31
III. Central	911/4	9134	911/2

Railway and miscellaneous stocks have been more confidently dealt in, as a rule, since our last, at generally buoyant prices. The most notable rise and widest fluctuations were in the Western stocks, which were quite freely dealt in. New York Central was firmer, and in much more general request. Erie was unusually variable, and on the whole, weak in price. Outside of a pardisposition to deal in it at all.

duce. Breadstuffs closed in favor of buyers. Provisions have been quoted rather firmer. Cotton has been unusually steady. Middling upland cotton closed pretty briskly on Wednesday at 30% cents per lb. The steck of cotton now here is estimated at about 24,000 bales. The receipts at the port this week, have averaged only about 400 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,228,194 bales, against 1,892,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,-000 bales same time last year; stock on hand at latest dates, 40,000 bales, against 80,000 bales same date last year. At the Live Stock market, this week, Beeves have been more active at from 11@171/c. per lb.; week's receipts, 4.967. Veal calves have been in fair request at from 71/2@12c. per lb.; receipts, 1,447. Sheep and lambs in good demand, ranging from 3@7c., and 7@83%c., respectively; receipts, 31,458. Swine have been quite active at from 93/@1115c. per lb., all live weight; receipts, 15,242. Foreign merchandise has been more sought after, but buyers have had any existing advantage. The total imports of foreign dry goods, last week, were \$3,126,200, and the total amount marketed \$3,388,311. The value of foreign merchandise imported last week, was \$3,072,307-making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,198,507, against \$6,362,-630 same week last year; from Jan. 1, 1868, \$171,-341,129, against \$179,3164 48 same time in 1867. The freight market has been fairly, and rates have been quoted rather firmer. For Liverpool we quote flour at 1s. 41/2d. by sail, and 1s. 6d. @1s. 71/2d. by steamer, per bbl.; grain at 3d. by sail, and 4@41/2d. by steamer, per bushel; cotton at 18d.@52d. by sail, and 3d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 458.

The New York exports, exclusive of specie, for the week ending Sept. 1, and since the beginning

	1867.	1868.
For the week \$	2,558,807	\$2,827,891
Prev. reported 12:	2,420,131	108,630,209
		and the same of th

The imports for the week ending August 31,

and since the beginning of the year, have been as follows:

1867. Dry goods\$3,311,311 Gen. merchandise 3,051,279		1868. 1 \$3,126,200 9 3,072,307
Total for	the week \$6,362,59	0 \$6,198,507
Previous	sly reported164,815,460	8 162,176,815

Since January 1..... \$171,178,058 \$168,375,322 The balance in the Sub-Treasury on Wednesday was \$87,301,306 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

New York .- Toledo, Peoria and Warsaw 1st mort., W. D., 821/4; do., E. D., 83; Milwaukee and St. Paul 8s, 1021/8; Chicago and Milwaukee 1st mort., 89; Clev., Col. and Ind. Central 1st mort, 78; Dubuque and Sioux City 1st mort., ticular clique, few street operations evinced any 91; Jersey City W. L., 94; Alabama 8s, 86; Hannibal and St. Joseph R. R., 87; do., pref., 873/4; 084 against \$103,792 same week last year; There has been less activity in domestic pro Norwich and Worcester R. R., 91; Adams Express, 491/2; Wells-Fargo Exp. Co., 261/2; Merchants' Union Exp., 22; U.S. Exp., 41; American Exp., 41; Western Union Telegraph, 841/8; do., 7s, 90; Brunswick City Land Co., 71/2; Boston Water Power Co., 151/2; Bank of Commerce, 121 Park Bank, 145; Continental Bank, 1021/6; Fourth National Bank, 1041/2; Central National Bank, 108; Bankers' and Brokers' Ass., 106; Am. Ex. Bank, 120; Tenth National Bank, 1001/2; Bank of Commonwealth, 116; Merchants Bank, 122; Manuf. and Merchants Bank, 100%; Phoenix Bank, 106; Mechanics Bank, 129; Metropolitan Bank, 1381/2; Ninth National Bank, 1091/2; N. Y. County Bank, 165; Buchanan Farm Oil, 0.48; Consol. Gregory Gold, 4.00; La Crosse Gold, 0.30; Montana Gold, 0.53; New York Gold, 0.90; Nye 1870, 971/2; do., 1891, 923/4; Fall River 5s, 1878, Gold, 1.00; Owyhee Mining, 18.00; Quartz Hill Gold, 0.85; Smith and Parmalee, 4.10; United States petroleum, 2.55.

Philadelphia,-West Jersey R. R. 6s, 921/4; Belvidere Delaware 3d mort., 80; Elmira and Williamsport 5s, 62; West Phila. R. R., 65; Delaware Division Canal, 491/2; Phila., Wil. and Balt R. R., 5514; Phila, and Trenton R. R., 128; Allegheny County 5s, 74; New Jersey 6s, 1031/4; Ocean Oil, 1; Big Mt. Coal, 53/4; N. Y. and Middle Coal Fields, 33/8; St. Nicholas Coal, 1/6; New Creek1/4; Fulton Coal, 53/4; Girard Bank, 61; Mechanics' Bank, 311/2; Seventh National Bank, 103; Bank of Northern Liberty, 115; Central National Bank, 121; Farmers' and Mechanics' Bank, 1281/2. The latest quotations are: City 6s. 1001/20101; do., free of tax, 1031/801031/4; State 6s, reg., 100@100; do., coupon, 98@98; do., 6s, W. L., 1021/@103; do., 1st series, 1033/@1041/6; do., 2d series, 1061/2@107; do., 3d series, 108@ 109; Reading, 46 9461/8; do., 6s, 1870, 105@106; do., bonds, 91%@92; Camden and Amboy, 1283/ @129; do., mort. 6s, 1889, 961/2@97; do., 1883, 88 @89; Penn. R. R., 533/8@531/2; do., 1st mort., 99 @100; do., 2d mort., 98@99; Little Schuylkill R. R., 44@45; Morris Canal, 38@50; do., pref., 70@701/2; do., bonds, 90@90; Wyoming Valley Canal, 32@35; do., 6s, 80@81; Susquehanna do., 1st mort., 84@-; Western Md. 6s, 1890, Canal, 14@15; do., 6s, 58@591/2; Sch. Nav., 10@ 11; do., pref., 19@20; do., 6s, 1882, 69%@70; Delaware Div. Canal, 49@50; do., bonds, 80@-Coal and Navigation, 213/20211/2; do., R. R., Loan, 84% @84%; do., Gold Loan, 871/2@873/4; North Pennsylvania, 341/2-; do., 6s, 90@90; Philadelphia and Erie, 25 1/2@26; do., 6s, 91@ 913/4; Minehill, 57@571/6; Catawissa, 9@101/6; do., pref., 831/4@331/2; Lehigh Valley, 547/8@ streets, (horse,) 36@36; Second and Third, 51@ tax. 52; West Philadelphia, 64@66; Spruce and Pine, 231/20231/2; Green and Coates, 310-; Chestnut at the office of the Company, 12 Wall st. and Walnut, 48@49; Thirteenth and Fifteenth, 15 @151/8; Girard College, 251/2@261/4; Tenth and exchange. Eleventh, 711, 072; Union, 420-; flestonville, 9%01014.

Boston, Boston, Hartford and Erie 7s, 1900, 61%; Vermont Central 1st mort. consolidated, 80½; do., 2d mort., 40; Eastern R. R. 6s, 1874, 9714; Central Pacific R. R. 7s, 10916; do., 6s, 101; Cedar Rapids and Missouri River R. R. 7s, R. R. 7s, 1893, 927 ; do., 8s, 1878, 10934; Kalamazoo and Grand Rapids 8s, 95; Cheshire R. R. to Chicago, 288 miles.

6s, 1880, 96; Rutland and Burlington 1st mort., 1551/4; Salem and Lowell 6s, 1878, 897/4; North ern (Ogdensburg) 2d mort, 69; Old Colony and Newport 6s, 97; Ogdensburg and Lake Champlain pref., 105; Summit Branch R. R., 25; Boston Water Power Co., 153/8; Cary Imp., 103/8; Short Mt. Coal, 141/2; Ophir (N. S.) gold, 1; Maine 68. 1871, 10014; New Hampshire 6s, 1873, 1001/8; Connecticut 6s, 1884, 1001; Massachusetts 5s, 1883, gold, 1121,; St. Louis City 6s, 1888, 861,; Portland 6s, 1871, 97; do., R. R. Loan, 9414; Cincinnati 7-30s, 1878, 1031/8; St. Louis County 6s, 1878@1880, 8434; Chicago 6s, 1882, W. L. 861/2; do., 7s, 1880, sewerage, 991/4; Salem 6s 1883, W.L., 1001/4; Cook Co., Ills. 7s, 96; Bath 6s, 861/2; Bunker Hill National Bank, 1243/4; Eliot National Bank, 114; Everett National Bank, 110; Hide and Leather National Bank, 981/6; Howard National Bank, 114; Hamilton National Bank, 128; Merchants' National Bank, 12634; North National Bank, 1203/2; National Bank of Commerce, 1253/2; National Bank of Redemption, 124; National Bank of North America, 1091/6; Revere National Bank, 140; State National Bank, 1081/2; Traders' National Bank, 1031/2; Tremont National Bank, 12514; Webster National Bank, 11634; Alloues Mining Co., 334; Hancock, 414.

Baltimore.-Virginia 6s, 1866, reg., 50; do. 1867, 48; do., old, 48; St. Louis 7s, W. L., 108; George's Creek, 521/2; Mechanics' Bank, 111/4; Bank of Baltimore, 118; Bank of Commerce, 261/2; National Exchange Bank, 101; Marine Bank, 35; Third National Bank, 1061/2. latest quotations are: Balt. and Ohio, 12316 @124; do., 6s, 1875, 97@-; do., 1880, 981/2@do., 1885, 99@-; Northern Central, 47@47 do., bonds, 1885, 85@85; do., 1900, 84@85; Parkersburg Branch, 25@27; N. W. Va., 1st mort., 961/4@-; do., 2d mort., 911/4@92; do., 8d mort., 1878, 91@92; do., unguaranteed, 20@-Marietta and Cincinnati 7s, 1891, 921/4@921/6 do., 2d mort., 763/4@77; Central Ohio, 35@36; 83@83; do., guar., 92@94; Richmond and Danville bonds, 721/2@731/2; Baltimore 6s, 1875, 98 @98¼; do., 1886, 97@97; do., 1890, 971/6@971/4; Elmira and Williamsport, 30@31; do., pref., 41@ do., 1893, 93@97; do., 5s, 1838-'70, 80@--; 45; do., 7s, 1873, 93@94; do., 5s, 61@63; Lehigh City Passenger R. R., 18@19; George's Creek, 52@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

Rockford, Rock Island and St. Louis R. R. First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal 55%; do., bonds, 95@96; Fifth and Sixth and interest payable in Gold, free of Government

For sale at 95 and accrued interest in currency

Governments and other securities received in H. H. BOODY.

Treasurer

Michigan Air Line Railway.

This company is formed by the consolidation of the Grand Trunk Railway Company of Indiana and the Grand Trunk Railway Company of Michigan, each share of the Michigan company to count for one, and each share of the Indiana 1916, guar., 923/8; Burlington and Missouri River Company for two in the new association. The road is to be constructed from Port Huron, Mich.,

Louisville, Harrodsburg & Virginia R. R An adjourned meeting of the commission camed in the charter of this road was held in Louisville on the 1st inst. The object of the meeting was to hear the report of the engineer, who has just completed an exploration of the proposed route from that city to Cumberland Gap, and hear an interchange of views in regard to the enterprise. The report of the engineer, Mr. H. M. Patton, was submitted and read by the secretary. On motion, an executive committee was appointed, consisting of several gentlemen from the city of Louisville, and the counties of Jefferson, Spencer, Nelson, Washington, Anderson and Mercer, with instructions to order a reconnoisance of railroad routes from Lancaster to Pound Gap and other gaps in the direction of Abingdon and Wytheville, Va., with a view of ascertaining the relative advantage of the proposed connection with Virginia roads. It was also ordered that the Executive Committee immediately proceed to have books opened to take subscription of stock. and lay the matter before the Levy Courts of the

Albany and Susquehanna Rallroad.

The following gentlemen have been elected directors of the Albany and Susquehanna Railroad Company for the ensuing year: Joseph H. Ramsey, Jeremiah J. Austin, Jacob Leonard. Wm, A. Rice, of Albany; Charles Coulter, of Cobleskill; John Westover, of Richmondville: John Cook, of Worcester; Azro Chase, of Chaseville; David Wilber, of Milford; Eliakim R. Ford, of Oneonta; Samuel North, of Unaditla; Ira E. Sherman, of Sydney Plains, and Alonzo Everts. of Binghamton. President, Joseph H. Ramsey; Vice President, Jonathan H. Herrick; Secretary and Treasurer, Wm. L. M. Phelps,

Wilmington and Reading Railroad.

This road, which is to connect with the Philadelphia and Reading Railroad at Birdsboro', nine miles south of Reading, is progressing rapidly, the grading of the entire line being nearly completed. The distance is about 60 miles. The oad will, for the present, terminate at West street, Wilmington, but it is designed to extend it to the mouth of the Christiana river, where extensive niers are to be erected.

The Pottsville Standard says a heavy force has been put to work on the Hazleton Railroad between Sunbury and Hazleton, and the construction is progressing in the most satisfactory manner. It is proposed to have the grading finished by the first of January. By next spring it is probable that cars will be running over the entire length of the road.

A meeting of the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company will be held in Cleveland, Ohio, on the 9th inst., to take into consideration and determine as to the propriety of this company's aiding in the construction of a railroad from Indianapolis, Ind., to some point on the St. Louis, Alton and Terre Haute Railroad, in the State of Illinois.

The Boston Journal says that every mile of the Boston, Hartford and Eric Railroad, from Boston to Fishkill, is now under contract, and it is confidently asserted that the western end wille completed before the close of 1869.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Aug., inclusive, during the years 1867 and 1868, was as follows:

Flour, bbls. Wheat, bu. Corn, bu. Barley, bu. .. 83,100 498,000 8,838,800 62,100 1867... 83,100 498,000 8,838,800 1868...150,600 5,156,000 10,744,900 326,900

Inc. 67,500 4,658,000 1,906,100

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 999,100 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Aug. in the years indicated:

a damed barring	1866.	1867.	1868.
Canal opened-	May 1.	May 6.	May 6.
Flour, bbls	136,200	83,100	150,600
Wheat, bushels		498,000	5,156,000
Corn, bushels		8,838,800	
Barley, bushels.		62,000	828,900
Oats, bushels		1,933,100	4,719,900
Rve, bushels		156,000	161,600
Malt, bushels		177,900	310,000

The Reading Eagle says the work on the Port Clinton and Topton Railroad is progressing. The section along the Blue Mountain is nearly finished, and the next is under way. The greater part of this road has been already graded from its eastern terminus, leaving the heaviest sections yet to be graded, which are at its western end, one of which includes a tunnel of about half a mile.

The Commissioner of Patents has granted an extension of seven years to each of the following patents: Haywood's India rubber patent, Tuck's rubber packing for steam engines, and Halliday's improved governor for regulating the motion of windmills.

. Seven miles of the Chartiers Valley Railroad, commencing at Mansfield, have been surveyed, and are now ready to be put under contract. The road is expected to be in operation from Pittsburg by the middle of next Summer.

The directors of the Virginia Central Rail road Company have contracted with Mr. Edward McMahon, and others, for the extension of the road from Covington to the Springs, by the 1st of

The Paterson and Newark Railroad is pushed forward as rapidly as the peculiar difficulties in the way of grading will permit, and the contractors are making every effort to have it completed by January 1, 1869.

The double track on the Boston and Albany Railroad has been completed, the last rail being laid between Chester and Middlefield, on the 27th of August.

The track of the Alexandria, Loudoun and Hampshire Railroad is now laid some distance beyond Leesburg, Va. It will reach Bowler Crossing, it is thought, about the first of October.

It is expected that the trains on the European and North American Railway will be running to Lincoln by January next,

The first meeting of the corporators of the New Hampshire Central Railroad will be held at ntre Harbor on the 8th of September.

### The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA .- COM PLETION OF THE GREAT WORKS AT TROY .- DE-SCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY .- THE NATURE AND VALUE OF THE

### Continued from page 841.

The Bessemer patents in England are some twenty in number, and embrace not only the process, but the essential machinery, and many collateral subjects and defensive claims. In European countries the more important features have been secured by letters patent. Complete protection has been obtained in the United States, not only for all the essential parts of the Bessemer plant and process, in ten separate patents, but of the Kelley and Mushet inventions, and of various improvements by Holley and others. patents have been combined by purchase and compromise, and are held by Messrs, Winslow, Griswold, and Morrell, trustees for the parties interested. Under them, licenses have been granted to the various establishments to be hereinafter

The Bessemer Steel Works, Troy, New York; Messrs. John A. Griswold & Co. Z. S. Durfee, Manager.

The Pennsylvania Steel Works, Harrisburg, Penn.: S. M. Felton, President. A. L. Holley, Chief Engineer

The Freedom Iron and Steel Works, Lewistown, Penn.; John A. Wright, President, R. H. Lee, Superintendent.

The Cleveland Rolling Mill Company, Cleve land, Ohio; A. B. Stone, President. John C. Thompson, Superintendent.

The Wyandotte Steel Works, Wyandotte, Michigan; E. B. Ward, President. The National Iron Armor Company, Chester,

Penn.; William B. Reaney, President.

The Cambria Iron Works, Johnstown, Penn.; Charles S. Wood, President. George Fritz, Chief Engineer.

The foreign Bessemer works are as follows: In Great Britain, Henry Bessemer & Co., Sheffield; John Brown & Co., Sheffield; Charles Cammell & Co., Sheffield and Penistone; Weardale Iron Co., Tow Law, Durham; Thompson & Armstrong, Normanton; J. M. Rowan, Glasgow; Samuel Fox & Co., Deepcar; Lloyds Forster & Co., Wednes-bury; Bolton Steel Works, Bolton le Moors; London and North Western Railway Works, Crewe; Lancashire Steel Company, Gorton; Mer-sey Steel and Iron Works, Liverpool; Manchester Steel and Railway Plant Company, Ashbury; Barrow Hæmatite Steel Company, Barrow; Guest & Co., Dowlais; Ebbw Vale Co., Ebbw Vale; Bessemer & Sons, Greenwich. In France there are five works; in Belgium one; in Prussia seven, including the celebrated establishments of Krupp and of the Bochum Co.; in Austria ten; in Sweden twelve; in Russia one; in India one. The whole number of converters in use is from one hundred and thirty to one hundred and fifty of various sizes, from one ton to ten tons, and the total annual capacity of them all is not less than half a million of tons.

THE TROY WORKS-HISTORY AND ORGANIZATION.

The Bessemer patents were purchased in England for Messrs. Winslow & Griswold, by Mr. A. L. Holley, and the Mushet patents for other parties (now represented by the Trustees), by Mr. Z. S. Durfee, at about the same time. Mr. Holley built the experimental works at Troy, started them in February, 1865, and completed the new works, or "five-ton plant," early in 1867, Mr. John C. Thompson then being superintendent of manufacture. Mr. Holley then took charge of the Pennsylvania Steel Works, and Mr. Thompson soon after, of the Cleveland works. Mr. Durfee having previously built experimental works at Wyandotte (afterward run with success by Mr. R. W. Hunt, now of the Cambria works), then took the management of the Troy works, built the forge and introduced various improvements to be farther referred to.

SITUATION.

The location of the Troy works upon tidewater and the Erie and Champlain canals, and, therefore, accessible to coal and the general market by of the cheapest transportation, in the centre of a remarkable and varied iron supply, from the Hudson and Housatonic valleys, from Vermont and Lake Champlain, from the promising Adiron-dack region, and from the markets of the South and West; this general location is not more eligible than the immediate sites of the works controlled by Mr. Griswold. The Bessemer Works are situated on a level plot, some fifteen acres in extent, with a rock bottom for foundations, well above high water, and bounded on one side by one thousand feet of tide-water, and on the other by the same length of Hudson River Railway. The more remarkable feature of such a site, is a constant water-power of one hundred horse, with thirty-four feet fall, supplied by an underground, four and a half feet trunk, from a line of ponds and reservoirs extending for miles above, and conducted from the wheel-pit to the river by a covered brick race-way.

BUILDINGS.

The Bessemer building is of brick, one hundred and seventy-eight feet long by sixty-five feet wide, and twenty-two and a half feet high in the clear. A pair of five-ton converters and their appurtenances occupy one hundred and ten feet of its length. The remainder contains the experimental two-ton converter and its apparatus, and is of sufficient size for a pair of two and a half or three ton converters, soon to be erected. The cupola building, joined to the East or railroad side of the Bessemer building, is a brick structure forty-four by twenty-four feet, and thirty feet high in the clear. At one end of the Bessemer building, and forming a continuation of it, is a wooden building one hundred and sixty feet long by seventy-five feet wide, and twenty-two and a half feet high, designed for hammers and other machinery for working up ingots. The converting building and forge are roofed with slate, and mounted by a continuous lantern three hundred and thirty-eight feet long and twenty-one feet wide. At the other end of the converting building is a four story brick structure sixty-five by thirty-six feet, and thirty-nine feet high from the ground in the clear, covered with a hipped slate roof and a lantern twelve and a half by forty-one feet. The basement contains a fifty horse Collins turbine, employed to drive the machinery and blowers above; also, a machine for grinding stone for converter linings (a nine foot pan and two six feet rolls), and a seventy pound tilt hammer for testing ingots. The second or ground floor is a machine shop fitted with the necessary lathes, planers and tools for the maintenance of the works. The third and fourth floors are for the storage of tuyeres and the miscellaneous materials employed in the manufacture. A power lift operates from cellar to attic. A No. 6 Root pressure blower and a five foot Dimpfel fan and their driving machinery for supplying blast to the cupolas and furnaces, and a No. 2 Bogardus mill for grinding the finer fire materials, are placed upon the third

The above described buildings form a continuous structure of eighty-nine feet maximum width, and four hundred and seventy-four feet length. Upon the West, or river side of these buildings (a sixty feet street lying between), stands a wooden building sixty by sixty-five feet, and sixteen feet high in the clear, with a high attic for storage, and a continuous lantern above. Here are the boilers and the blowing and hydraulic engines. These buildings, with the offices, store bins, and railways, form a complete establishment, capable at present of producing forty tons of ingots per day, or sixty to seventy tons per day of ingo and a considerable amount of forgings and finished work, when the two ton experimental converter is replaced by a larger plant and the forge is fully occupied.

MACHINERY.

The blowing engine consists of two forty-eight

long, five and three-quarter feet wide, and one and three-quarter feet high, and connected to a common crank upon one end of the steam engine The steam cylinder lies by the side of one shaft. The steam cylinder lies by the side of one of the air cylinders, upon a framing of its own, and is thirty inches in diameter. Its piston, of four feet stroke, is connected to a crank on the other end of the main shaft. The air cylinders being connected to one crank, operate like a single cylinder, and cause a pulsation in the blast, which is in other engines avoided by cranks at right angles. But the large air receiver, eight feet in diameter by eighteen feet high, so equalizes these pulsations that the pressure gauge shows less than a pound variation, and does not at all embarrass the indications at the converter mouth by which the decarburization is determined. The tendency to irregular motion, due to a single steam cylinder, is also corrected by a fly-wheel of twenty-one feet diameter and twenty and a half tons weight. These are valuable results, as they will lead to economy in construction. The steam engine was constructed upon the plans of Mr. Geo. H. Reynolds, and embraces some novel features, among others, a framing peculiarly strong in the line of strain, and a condenser and air pump below the cylinder, formed between the frames; the air pump is double acting, and is driven by an arm from the cross-head. The injection water comes from the reservoirs before referred to. The valve motion is the long slide with fixed independent slike cut-off. The boilers four in number, are fifteen feet long by five fee in diameter, having forty-two four and a half inch return flues, five by five and a half feet grate, and three by four feet domes, and form a battery, inclosed in brick, with cast iron fire fronts of novel and good construction. The smoke stack is of sheet iron. The blowing machinery was constructed at the Delamater Iron Works in New

The pumping engines for working the crane and hydraulic machinery in the Bessemer Building is a Worthington "Duplex" with fifteen inch stroke, two twenty inch steam cylinders, and two seven and a quarter inch water cylinders, working at three hundred and fifty pounds pressure per square inch. The feed pump for the boilers is also a Duplex. This is probably the most trust-worthy and economical class of hydraulic machinery known.

### THE EXPERIMENTAL BESSEMER PLANT

has been variously changed, and has developed a vast amount of useful knowledge concerning irons, materials, and processes, besides producing some thousands of tons of marketable steel. It consists of a two ton vessel, or converter, five feet in diameter, rotated by hand-gearing, and supplied with melted iron by a No. 2 Mackenzie curola, having a moveable bottom, and thus being the equivalent cupolas. The main crane is worked either by hand or by a hydraulic cylinder attached to the crane chain, and lifts the ladle crane as well as the ingots and moulds. The recarburiz-ing material is melted in crucibles instead of air furnaces. This change, developed by Mr. Durfee, promotes the uniformity of the product, and does not greatly, if at all, increase its cost.

The "five-ton plant" consists, firstly, of two cast-iron converters, fourteen and a half feet high by eight feet ten inches diamater, standing side by side. In their rear is the wall of the converting house, pierced with arches leading to the melting house, and supported by heavy buttresses, upon which stand the hoods and chimneys to conduct the flame from the converters. In their front is a circular casting pit, thirty-four feet in diameter and thirty inches deep (having deeper covered pits for large ingots,) with a ladle crane in the centre and three ingot cranes at its sides, upon the general level. The ladle crane, of fifteen tons capacity, is a hollow cast-iron post or ram, standing in a fifteen-inch cylinder (six feet stroke,) and reaching to a support in the roof. It carries a fifteen and a half feet jib, consisting of two

inch air cylinders, four feet stroke, lying at the wrought-iron arms held up by diagonal tie rods, two ends of a heavy bed plate, forty-three feet and forming a railway upon which the carriages supporting the ladle are moved, radially by a rack and pinion. The ladle is removable by one of the ingot cranes (for repairs of lining after each heat,) and is about four feet high and of this same diame ter for a five-ton charge, or double the size when it is to receive the product of both converters. It is mounted on trunnions, and rotated by a worm attached to the carriage. It is lined with loam, dried in an oven standing in one corner of the building, and heated by being turned over a small furnace in the pit. The steel is let out of a hole in the bottom of the ladle, into the ingot moulds, by means of a fire-clay nozzle, two inches in diameter, and a fire-clay stopper, operated by a slide and lever fastened to the outside of the ladle. The ladle crane is rotated by hand gearing, and is moved very easily, as it rests upon frictionless water.

> The two side ingot cranes are constructed like the ladle crane, except that they have a single carriage on the horizontal jib, with a chain de-pending. The ram is of twelve inches diameter, the stroke nine feet, the length of jib twenty-two feet, and the capacity eight tons. These cranes swing over the respective converters and over one-third of the pit each, and over a considerable floor space, and are chiefly used for lifting ingots and moulds. The central ingot crane has an eighteen feet jib, a nine-inch ram, and lifts three tons

All the cranes are operated from a raised plat-form or "pulpit," by means of geared hand-wheels, opening brass three-way and four-way cocks, like gas cocks, only seven inches in diame ter, and thus admitting or exhausting water at the three hundred and fifty pounds pressure of the pumping engine before mentioned. From the same "pulpit" are operated the valves of twe hydraulic lifts of twelve inches diameter, fifteen inches stroke, and eight tons capacity, standing under the converters for taking the n apart, and also the two eight-inch screw valves for admitting air to the converters, and also the valves of the seventeen inch (six feet stroke) hydraulic cylinders for revolving the converters on their trunnions by means of racks, and pinions of three teet diameter, twelve inch face and five and one eighth inches pitch. The air and water are conveyed from their respective engines to the regulator under the "pulpit," and from the regulator to the cranes, etc., by underground pipes. A boy working the regulator handles can thus not only perform the work of some fifty men, but he can do it with perfect precision and promptness. In fact, men enough could not be got into position to do the work or stand the heat. The hydraulic cylinders are arranged to be "blown out" in freezing weather, by admitting air instead of water.

A railway, with sidings in the building and yard, joins the Hudson river railroad track.

The meeting house contains a No. 6 Makenzie cupola with three revolving bottoms, and is the equivalent of three cupolas. An eight ton crane built like the ingot cranes, but having eleven and a half feet lift, raises a platform with barrows of iron and coal from the ground level (which on this side of the works is four and a half feet higher than the converting floor) to the level of the cupola and air furnace charging floor. ed iron is tapped out into one of two ladles standing on eight ton scales. When a ladle is filled, it is weighed, so that the exact per centage of the recarburizer may be ascertained, and then raised by the same crane that lifts the materials to the cupola. The ladle hanging by its trunnions in a frame is then turned over by a worm attached to the frame and emptied into a spout that conducts the melted iron to the mouth of the converter. The air furnaces for melting the recarburizer are placed over the oven, at one end of the converting building, in a line with the converters, and at the level of the cupola charging floor. The recarbur-izer (melted manganesian pig iron) is tapped into a ladle which runs upon an overhead tailway from the furnace to the converters, low Sulphur, and virtually "A blow."—However interesting the foregoing-, tion of the three lines,

facts may be to steel makers, or however dull to general readers, a "blow"—the thing itself—is general readers, a "blow"—the thing itself—is remarkable alike to the scientific and the unproremarkable anke to the scientific and the unpro-fessional observer, especially at night when the spendor of this intense and concentrated combus-tion is not rivalled by sunshine, and when the imagination invests each ponderous machine with mysterious life and awful energy. The cavernous room is dark, the air sulphurous, the sounds of suppressed power melancholy and deep; half revealed monsters with piercing eyes crouch in the corners, spectral shapes ever flit about the walls, and lurid beams of light anon flash in your face as some remorseless beast opens its red-hot jaws for its iron ration. Then the melter thrusts a a spear between the joints of its armor, and a glistening yellow stream spirts out for a m and then all is dark once more. Again and again he stabs it till six tons of its hot and smoking blood fill a great cauldron to the brim. Then the foreman shouts to a thirty foot giant in the corner who straightway stretches out his iron arm and gently lifts the cauldron away up into the air and turns out the yellow blood in a hissing, sparkling stream which dives into the white hot jaws of another monster—a monster as big as an elephant with a head like a frog and scally hide. The foreman shouts again, at which up rises the monste on its haunches, growling and snorting sparks and

What a conflict of the elements is going on in that vast laboratory. A million balls of melted iron, tearing away from the liquid mass, surging from side to side, and plunging down again only to be blown out more hot and angry than befor —column upon column of air, squeezed solid like rods of glass by the power of five hundred horses. piercing and shattering the iron at every point, chasing it up and down, robbing it of its treasures only to be itself decomposed and hurled out into night in roaring blaze.

As the combustion progresses, the surging mass within the converter grows hotter, throwing out splashes of liquid slag—and the discharge from its mouth changes from sparks and streaks of red and yellow gas, to thick, full, white, howling, dazzling flame. But such battles cannot last long. In a quarter of an hour the iron is stripped of every combustible alloy, and hangs out the white The converter is then turned upon its side, the blast shut off, and the recarburizer run in. Then for a moment the war of the elements rages again; the mass boils and flames with higher intensity, and with a rapidity of chemical reaction, sometimes throwing it violently out of the converter mouth; then all is quiet, and the product is steel-liquid, milky steel, that pours out into the ladle from under its roof of slag, smooth, shining, and almost transparent.

### To be continued.

### White Mountain Railroad.

At a special meeting of the stockholders of the Boston, Concord and Montreal Railroad, held in Concord, N. H., on the 31st ult., it was voted nearly unanimously to ratify the contract made by the Directors for extending the White Mountain Railroad from Littleton toward the Grand Trunk Railroad at Northumberland. The stockholders of the White Mountain Railread also held a special meeting, and ratified the action of their Directors for the same object.

The Menomonee (Wis.) Herald says there is a fair prospect of the extension of the Chicago and Northwestern Railroad, from Fort Howard to Menomonee River, and that the people there are ready to subscribe to the stock.

Parties representing the Virginia and Tennesse, Southside and Petersburg and Norfolk railroads have recently had a conference at Yellow Sulphur, and virtually agreed to a consolidaRailroad from Tremont to the Lehigh Valley Railroad.

The surveys of the new line of railway from Tremont to the Lehigh Valley, have been completed so far as to enable the engineers to proceed with the location of the road, which will commence next week, and it is expected that grading will be commenced on the heavier parts of the work in October. Great care has been taken to avoid heavy grades and short curves, and we are informed that the maximum grade running east will not exceed twenty feet to the mile, and the grade running west will not exceed feet to the mile. As the heavy freights will be all eastward, the road will thus possess all the advantages practically of a twenty feet grade. Starting from Tremont, the principal points inter-sected in Schuylkill will be New Mines, Forest-ville, Wolf Creek, Mount Laffee, Wadesville, St. Clair (crossing near Johns' breaker,) Windy Harbor, Silver Creek, Kaskawilliam, Tuscarora and Tamaqua (passing between Tamaqua and the old Donaldson shaft,) and thence to intersect the Lehigh Valley road at a point near Lehighton. The length of the road will be 36 or 37 miles, and it is proposed to construct and equip it as a first class coal road. In the surveys, special attention has been given to securing such a level as will best accommodate the present and prospective coal developments of the region lying south of the Mine Hill Mountain. This has been secured to such an extent, we are informed, as will enable every operation in what is known as the Southern coal basin to connect at an easy grade; while the route is such that nearly all the larger operations are either immediately on the line of the road, or within a convenient distance, thus avoiding the expense of long lines of laterals. The managers of this road have done but little talking, but have been pushing the work along as rapidly as the care with which they desire it to be done will admit of. In fact, so little have they made public of their intention that it has only been through the courtesy of a friend (who by the way is accurately posted,) that we have been enabled to get hold of sufficient material for a newspaper para graph. Of one thing, however, we are fully assured—the road will be built, and will be operated independently of and in competition with all other lines that reach the same territory. Pottsville Standard.

### Connectiont Western Railroad.

Although little has been said about this new railway, whose termini will be Fishkill, N. Y., and this city, probably, the project has been pushed steadily along, and there is now fair prospect of an early commencement of the work. In accordance with the provision of the road's charter, the town of Winchester, Ct., has subscribed \$116,-000 in the stock, and this amount will be increased by private subscription to \$200,000. The money to construct the road from the State line to the point of connection with the Dutchess and Colum-bia road, in New York, has already been pledged, and the town of Salisbury will raise enough to build it from the State line east to Norfolk, 14 miles. President W. H. Barnum is working energetically, and says that the portion of the road from Winsted west can be put under contract by the first of October. The surveys have not yet been completed and the line of the road definitely fixed, but that the eastern terminus will be this city or Hartford is certain, -Springfield Republican

The Boston Advertiser says that this proposed route of the Connecticut Western Railroad will extend from Hartford to Millerton, N. Y., on the Harlem road, and will pass through Farmington, the edge of Canton, Winchester, New Hartford, North Canaan, Norfolk and Salisbury.

The Utica, Chenango and Susquehanns Valley Railroad was completed and opened to Merburne, in Chepango Co., a distance of 43 miles from Utica, on the 19th ult.

Portland and Ogdensburg Rattroad.

The enabling act of the Vermont Legislature, requires that the towns in that State, proposing to aid the Portland and Ogdensburg Railroad, shall obtain a majority of the legal voters, a majority of the tax payers, and a majority of the taxable property represented by the entire ownership, male and female. This triple majority has, however, been secured in nearly every town in the State through which the road will pass if constructed.

The proposed Somerset Railroad, from West Waterville to Caratunk Falls, on the Kennebec, in Maine, will cost \$600,000-\$450,000 of which are subscribed by the towns on the route. The Maine Central Railroad Company bave agreed to lease the road, when completed, for fifty years, and pay six per cent. interest on its cost, not to exceed \$20,000 per mile.

At a meeting of the Mononahela Valley Railroad Company at West Brownsville on the 29th ult., it was announced that \$81,000 had been subscribed leaving \$23,000 vet to secure the charter, which was guaranteed by one person before the next meeting. The meeting adjourned to meet in Birmingham, September 11th.

At a recent meeting of the directors of the Erie and Genesee Valley Railroad Company, it was decided to build the road from Mt. Morris to Dansville. Measures will at once be adopted to secure the aid of the several towns through which the road will be laid;

The Little Rock (Ark.) Gazette says a company has recently been organized under the provisions of the general railroad law, passed at the last session of the general assembly, for the purpose of constructing a railroad on the most feasible route to be found on the south side of the Arkansas river between Little Rock and Fort

The contracts for the grading of the Knox and Lincoln Railroad have been made, and the work is to be finished by the middle of June, 1870,

### THE LATHE AND ITS USES.

JOHN WILEY & SON,

No. 2 CLINTON HALL, ASTOR PLACE, NEW YORK,

Have just published:

THE LATHE AND ITS USES; OR INSTRUCTIONS IN THE ART OF TURNING WOOD AND METAL, including a description of the most modern appliances for the ornamentation of plane and curved surfaces, with a description also of an entirely novel form of "Lathe" for Eccentric, and Rose engine turning—a Lathe and Turning Machine combined, and other valuable matter relating to the art. I vol. 8vo, copiously illustrated, cloth, \$6.80.

\* Mailed and prepaid on receipt of price.

"The most complete work on the subject ever published."

-American Artesan.

WANTED.—A MASTER MECHANIC to tak charge of a Locomotive and Machine Shop. One well accustomed to managing men required, 4436\* Address Box 116, N. Y. P. O.

To RAIWAY CONTRACTORS. Scaled proposals will be received until noon of Tuesday, September 15, 1868, for the building of the Somerset Railway complete and ready for the rolling stock.

Also, separate proposals for the graduation, masonry, bridge work and ballasting of the same.

The line of said railway extends from West Waterville, Maine, to Carratunk Falls in Solou, about 34 miles. Work to be commenced immediately.

The directors reserve the right to reject any and all bids. Proposals to be directed to the undersigned at West Waterville, Maine, where the plans and profiles can be seen and information had concerning the general extent and character of the work.

West Waterville, Me., Aug. 81.

### 780 MILES

### UNION PACIFIC RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and be-fore any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

### Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations: also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which It takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

### Four Million Dollars,

wihch, after paying all expenses was much more than suffcient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

# First "Mortgage" Bonds

upon such a property, costing nearly three times their

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for \$1,000 each, and have coupons attached. They bear annual interest payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is 10%, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is the length of time they have to run.

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent, securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The expert demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY John J. Cisco & Son, Bankers,

No. 59 Wall St., And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will ook to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Com-

ny's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

# NOVELTY IRON WORKS.

NEW YORK.

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds

Stationary, River, Marine, Side-Wheel and Propel:

Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Bollers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clariflers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Guages, Indicators, Regis

ters, dc.; Steam Pipe, Whistles, Cocks, Valves, dc. Hydrostatic, Lever, Screw, Cotton, Oil and other Presses; Parkhurst's Saw Mills, Saws, dc.; Leather Belts and

Hose.

Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Bullett's Movable Cranes, Crane Engines, Hoisting

Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels;
Gear and Wheel Book furnished on application.

### TO RAILWAY CONTRACTORS.

### THE GRADUATION, MASONRY

AND BALLASTING of the following enumerated sec-

### Pittsburgh and Connellsville Railroad.

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to

### 30th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 128, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Section 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of

B. H. LATROBE,

Civil Engineer.

August 10th, 1868.

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To Railroad Contractors. Sealed proposals will be received until noon of WED-NESDAY, Sept. 9, 1868, for the graduation and masonry of that portion of the SOUTH PACIFIC RAILROAD, in the State of Missouri, between the present terminus of Little Piney and a point fifty miles southwest of said terminus. The work to be contracted for by sections according to the plans of the Chief Engineer.

Work to be commenced forthwith, and payments to be made monthly in cash.

The Company reserves the right to reject any and all bids.

bids.

Proposals to be directed to ANDREW PEIRCE, Ja.,
Managing Director at the office of the Company, corner of
the and Walnut streets, St. Louis, Missouri, where all profiles will be exhibited and information given by T. W. KISSOCK, Chief Engineer, or C. B. FISK, Vice President.
FRANCIS B. HAYES, President.
BOSTOR, Aug. 22, 1868,



No. 7 Broadway, New York City



Prepared expressly for all cla MACHINERY.

The cheanest reliable lubricator in the market. First Premium -Paris Exposition, 1867. Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.



At Half the Cost of Linseed.

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above
Trade marks and Titles furnished on application to the Co. Post-Office Box 4781, New York City.

### LUBRICATING OILS

FIRST PREMIUM. 1867. Awarded by the American Institute to

CHESEBROUGH & CO., 132 Maiden Lane, New York "These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any ob-jectionable features." Signed, HORGE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum manufactured without acids; will stand any temperature cheaper than any other good oils in market.

### FOR SALE.

FIRST CLASS PASSENGER CARS.

JACKSON & SHARP. Wilmington Car Works Wilmington, Del.

# RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hem-lock Ties, 7, 8 and 9 feet long for Steam

1±36\*

D. N. BEARDSLEY. 251 West street, N. Y.

### RAILROAD TIES.

The undersigned are prepared to furnish Bailroad Tie of Hackmatack, Cedar, Pine, Hemlock and Spruce in any quantity. Also every description Northern and Southern Pine, Oak and Spruce for Railroad Cars, Bridges, &c., &c.

BRADFORD & RENICK, 71 Broadway, New York

### Steel and Iron Rails

American, English & German,

FROM WORKS, YARD OR EUROPEAN SHIPPING PORT, For sale by

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